

A. S. WATSON & CO., LIMITED

WINE AND SPIRIT MERCHANTS.

OUR **SHERRIES** ARE GUARANTEED PURE **XERES** WINES. SPECIALLY SELECTED FROM THE FINEST VINTA' ES.

PRICES:—

- Per doz.
- B. SUPERIOR PALE DRY, Dinner Wine, Green Seal Capsule ... \$12.00
- C. MANZANILLA, PALE NATURAL SHERRY, White Capsule ... 13.50
- CC. SUPERIOR OLD PALE DRY, NATURAL SHERRY, Red Seal Capsule ... 16.00
- D. VERY SUPERIOR OLD PALE DRY, Choice Old Wine, White Seal Capsule 18.00
- E. EXTRASUPERIOR OLD PALE DRY, Very Finest Quality (old bottled), Black Seal Capsule ... 27.00

A. S. WATSON & CO. LIMITED.

THE HONGKONG DISPENSARY.

ESTABLISHED 1841.

[31]

NOTICE TO CORRESPONDENTS

Only communications relating to the news columns should be addressed to the Editor. Correspondents must forward their names and addresses with communications addressed to the Editor, not for publication, but as evidence of good faith. All letters for publication should be written on one side of the paper only. No anonymous signed communications that have already appeared in other papers will be inserted. Orders for extra copies of the Daily Press should be sent before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash. Telegraphic Address: FRANK. Cables: A.B.C. 5th Ed. Lieber's P.O. Box, 33. Telephone No. 12

MARRIAGE.

On the 14th January, at H.M. Consulate, Tientsin, by L. C. Hopkins, Consul-General, Frederick Hugh Williams, to Sarah (Sally) Board.

DEATHS.

On the 24th February, at "The Farm," Ridings, Derbyshire, England, ANN ELLIS (NEELIE), wife of C. R. CHAMBERLAIN, and mother of MARGARET LOCKWOOD JONES, Shanghai.

On the 26th February, at the General Hospital, Shanghai, JOHN DUNLOP THOMSON WILSON, aged 24 years.

The Daily Press.

HONGKONG OFFICE: 14, DES VŒUX ROAD CL.
LONDON OFFICE: 131, FLEET STREET, E.C.

HONGKONG, 2ND MARCH, 1924

The last mail papers from home contain the full text of the telegrams which passed between the Government of New Zealand and the Colonial Office in London with regard to the proposed introduction of Chinese labour in South Africa. New Zealand, as we already know, protested without avail against the measure for which the Transvaal mine-owners have been so eager and which they have now the satisfaction of seeing passed; for telegrams told us more than a week ago that Parliament has sanctioned the Bill and that the Transvaal may now proceed with the introduction of Chinese. It is interesting to see the reasons given by New Zealand, through Lord RANFURLY, the Governor, and by the Hon. A. LYTTELTON on behalf of the Colonial Office. New Zealand "after years' experience" (we quote the telegram) agreed prohibition of Chinese immigration imperative "in the best interests of British communities, especially those with, or likely to have, responsible Government. . . . Great dangers would be introduced by Chinese influx, however stringent conditions of introduction and employment may be. . . . In South Africa such introduction may create vested interests on the part of employers, making it extremely difficult to terminate practice once sanctioned." The New Zealand

Government concluded with an earnest appeal for consideration, stating finally that they thought the immediate advantages of the introduction of Chinese would be dearly purchased by the influx of a foreign element, "dangerous while unassimilated, and not to be assimilated without prejudice to our progress, institutions, and patriotic ideals." Mr. LYTTELTON, in reply, fully recognised the right of all self-governing Colonies to express their opinion on so important a question, but stated that "His Majesty's Government have declared that their policy is to treat the Transvaal as though it were a self-governing Colony, unless a distinct Imperial interest is concerned." He went on to say that it must not be forgotten that there is much that is abnormal in the economic condition of the Transvaal which may call for abnormal measures, and the Government, consistently with the policy which they have laid down, could not refuse to accede to the wishes of one part of the Empire on a matter which it regarded as of paramount importance to its well-being, in deference to representations from another part of the Empire not directly interested. Nevertheless, the Government felt assured that the Transvaal would give to the opinion of any self-governing colony such weight as its own exceptional circumstances permitted. Stripped of its phraseology, the Colonial Office's reply to New Zealand is that the Transvaal itself must have the determining voice in a matter which affects its own welfare, if it does not at the same time affect the Imperial interests. We do not see that the home authorities could well have answered otherwise, if they wished to adhere to the declaration quoted by Mr. LYTTELTON above. It is open for the New Zealand Government and all supporting the same cause to argue that the matter is one affecting Imperial interests. This, however, we hardly think can be made out. We have never advocated the introduction of Chinese labour into South Africa, not believing it to promise benefits sufficient to compensate for the many disadvantages. But we do not think that the Empire is actually menaced by such a measure. It will be a very expensive experiment for the Transvaal, and we do not anticipate its success. The mine-owners, however, have got their way, and the experiment is to be made. As far as Hongkong is concerned, the step must interest us not a little, for all the Chinese labour exported to South Africa must pass through this port, and so money will be brought to the Colony.

The English mail of the 30th January was delivered in London on the 27th February.

The Douglas s.s. *Haiman*, chartered here for the Associated Press, was at Weihaiwei on the 2nd ult.

This afternoon at 4 o'clock Messrs. Hughes and Hough will sell by auction 50 race ponies opposite the City Hall.

It is reported from Paris that the French Government intends to demand a credit of ten million francs in order to complete the defence of Saigon as a basis of the French fleet.

As will have been seen from advertisement the Amateur Dramatic Club will give repeat performances of Gilbert's comedy *His Excellency* on Friday and Saturday, 11th and 12th inst. Several new features will be introduced, including a dance by the Governor and Naana, a country dance, etc.

The N.C. Daily News says:—It may be mentioned as a curious commentary on the decision of our military authorities to discontinue as far as possible the use of the sword, that the Japanese officers and non-commissioned officers and some of the picked troops have been supplied with a modern adaptation of the terrible two-handed sword which the samurai of old wielded with such effect.

Shanghai reports the N.C. Daily News, is shortly to have a paper in which Russian victories and Russian ideals will be given that prominence which it is affirmed they have not yet received. The new journal, which is to be entitled *Shanghai Truth*, is expected to make its appearance about the beginning of this month. It will be issued daily, and in order that it may be generally understood, will be printed in English. Our contemporary does not give the names of the staff, but numberless suggestions might be made.

"An Eyewitness" published in Shanghai the following account of the outrage on the U.S. Consul at Newchwang:—On the 12th February as Mr. Miller was returning from the gunboat *Helena*, he observed a Cossack, who had arrested a small, weak-looking Norwegian, and was ill-treating the man; and when the Consul went up to find out the cause and details the Cossack struck him with his whip, and afterwards the prisoner, hurrying him along to the Police Station, where he was at once released, after Consul Miller had seen the Administrator Grosse. The popular indignation was intense, and the British Consul was also taking steps to move in the matter. The Russian authorities were greatly demoralised and no one knew what might happen.

The river Peltis is now reported open, but not yet clear of ice.

The two battleships recently contracted for in England by Japan are to be named *Katori* and *Kashima*.

The Russian authorities at Shanghai have decided to carry away to Odessa the numerous Russian refugees there who have no definite occupation or means of subsistence.

Lieut. Horiba, of the Japanese army, an instructor of the Pashi College, Peking, committed suicide on the 14th ult. because his application to be allowed to go on active service was refused.

The N.D.L.S. *Seydlitz*, which arrived here yesterday morning, is taking back to Europe part of the crews that brought out the *Nesekin* and *Kasuga*, namely 73 Italians, 86 Arabians, four Indians, and ten Chinese.

There were about 40 foreign war correspondents of all nationalities stopping at Tokyo in the middle of last month. Mr. Bennett Burleigh, of the *Daily Telegraph*, and Mr. Stephen Englund, of the *Daily Mail*, arrived in Shanghai from Japan by the *Seydlitz*.

The *Universal Gazette* hears that a body of Russian troops has come to blows with a Chinese force belonging to General Ma Yu-kun's command, outside Shanhaikwan and on the Heimin Railway, the Russians being the aggressors. The same paper further states that General Ma Yu-kun has himself gone to the scene of disturbance with reinforcements.

THE DALLAS COMPANY.

The *Runaway Girl* was repeated last night by this Company before a good house, and was successfully put through. To-night and to-morrow night the old favourite *Belle of New York* will be staged, and *The Messenger Boy* will be given for the first time in Hongkong on Friday and Saturday next.

HEALTH OF HONGKONG.

During the week ended 27th February there were five cases of enteric fever. There were no fatalities. The patients comprised three Europeans (two imported) and two Japanese. During the same period there were two cases of small-pox, both Chinese and both fatal. No other cases of communicable disease were reported.

WARSHIPS LEAVING HONGKONG.

Quite a number of warships have left Hongkong within the past couple of days. The *Cressy* and *Ocean* left on Monday, while yesterday's departures numbered four, viz.: *Leviathan*, *Fearless*, *Centurion*, and the Austrian cruiser *Kaiserin Elizabeth*. The latter, it will be remembered, arrived from Batavia on Saturday; she has proceeded north. The *Fearless* is bound for Weihaiwei, and the *Leviathan* and *Centurion* for Mira Bay. It is very hard to say, of course, whether the latter two will return shortly, or be ordered north.

PEAK HOTEL LICENCE.

A meeting of H.M. Justices of the Peace was held yesterday afternoon at the Magistracy for consideration of an application by Mr. A. Moir, licensee of the Peak Hotel, to have the licence transferred to Mr. George L. Duncan. The presiding Justice was Mr. T. Sercombe Smith, Police Magistrate, and the other Justices present were Mr. H. H. J. Gompertz, Acting Police Magistrate; Mr. E. R. Hallifax, Acting Captain Superintendent of Police; and Mr. C. D. Melbourne, Chief Clerk of the Magistracy. There were no police objections, and the transfer was granted unanimously.

MARINE COURT.

Tuesday, 1st March.

BEFORE THE HON. CAPT. BARNES-LAWRENCE, R.N. (MARINE MAGISTRATE).

DISOBEDIENCE.

George Douglas Rushton, master of the British s.s. *Scotia*, charged A. Murray, the carpenter, with continually wilfully disobeying his lawful commands on board the *Scotia* since the 25th inst. in Victoria. Mr. G. C. C. Master, of Messrs. Johnson, Stokes and Master (solicitors), appeared for the plaintiff, and Mr. D. V. Stevenson, of Messrs. Deacon, Looker, and Deacon (solicitors), appeared for the defence.

The defendant pleaded not guilty. Mr. Master, in stating the case, said that the *Scotia* was a cable ship belonging to the Commercial Pacific Telegraph Co. She arrived at Hongkong on the 24th inst. On the 25th the defendant was reported unfit for duty—not sober. He asked leave to go on shore, but the chief officer refused. He went on the 25th and 26th. On the latter date he was brought to the Mercantile Marine Office—they took him there by mistake. He refused to go to his ship to work on the Saturday, and on the Sunday he was also absent without leave. The man had also been insolent and acted contrary to discipline. They could not do anything with him on board.

Evidence was led. In convicting the man His Worship said he would deal leniently with him; ten weeks' hard labour, and to forfeit 14 days' pay.

It may be remarked that one of the witnesses repeatedly addressed His Worship in a sitting posture, not being called to order.

TELEGRAMS. TELEGRAMS.

"DAILY PRESS" SERVICE.

[FROM OUR OWN CORRESPONDENTS.]

THE WAR.

THE BLOCKADE OF PORT ARTHUR.

LONDON, 1st Mar., 10.55 a.m.

It is stated at S. Petersburg that the Japanese have announced their intention of bombarding Port Arthur to-day.

Admiral Stoessel in a speech at Port Arthur has declared that the place will never surrender.

DEPORTATION OF A TIENTSIN JOURNALIST.

TIENTSIN, 1st Mar., 10. a.m.

In consequence of the denunciation in the *China Times* of Russian cruelties, the military authorities summoned Mr. John Cowen, Editor of the paper, before them. He was ordered to give security for his behaviour, but refuses, and maintains his right to freedom of comment. His deportation is impending.

[The "military authorities" are presumably the command and the various foreign contingents in Tientsin and its neighbourhood. The case seems an extraordinary one, and details will be eagerly awaited.—Ed. D.P.]

SHIPPING DISASTER.

"GLEN" BOAT DESTROYED.

SINGAPORE, 1st March, 1.45 p.m.

The steamer *Glenarret* caught on fire at the wharf here, owing to spontaneous combustion in her cargo of copra. She has been towed into the Roads, and it is expected that she will have to be scuttled and become a total loss.

[The *Glenarret* is a regular liner of the "Glen" line, trading between London and the Far East. She was built in 1896 by the London and Glasgow Shipbuilding Company, and is of 4,696 gross tonnage. She is 400 feet long with a beam of 42.2 feet, and depth of 23.6 feet, and was bringing a general cargo out to China and Japan. The local agents of the "Glen" line are Messrs. McGregor Brothers & Co.—Ed. D.P.]

THE BRITISH ARMY.

THE ESTIMATES.

LONDON, 29th February, 11.25 a.m.

The Army Estimates for 1924-5 are £28,900,000, which is a decrease of £5,600,000 on those of last year.

REFORMS PROPOSED.

LONDON, 29th February, 11.25 a.m.

The War Office Committee reports in favour of the abolition of the Army Corps system. There are to be five generals in command of districts; there are to be eight administrative districts under major-generals; and nineteen brigade districts, with infantry and cavalry brigaded into corps.

Army paymasters will be attached to the General Staff.

Linked battalions are to be abolished, and regiments will resume their old numbers.

The Sovereign only will hold *leves* in future.

[This is the full form of the telegram, of which, owing to obscurity in its wording, we only published a part yesterday.—Ed. D.P.]

"DAILY PRESS" SERVICE.

PORTING NEWS.

THE FOURTH TEST MATCH.

LONDON, 1st Mar., 10.55 a.m.

The Australians' first innings concluded for 131 (against England's 249). England has scored 50 for one wicket in the second innings.

INTERNATIONAL FOOTBALL.

LONDON, 1st Mar., 10.55 a.m.

England and Wales drew at Association football yesterday (2 goals all).

REUTER'S SERVICE.

RUSSIAN SEIZURES IN THE GULF OF SUZ.

LONDON, 28th February.

It is reported on reliable authority at Suva that Russian warships, anchored in the Gulf, have seized the British steamers *Etrick Dale* and *Franky* and the Norwegian *Mothilda*, laden with coal.

FRENCH REINFORCEMENTS FOR INDO-CHINA.

LONDON, 28th February.

The *Tempe* states that 2,000 Colonial infantry have been ordered to be in readiness to sail for Indo-China.

PROBABLE DISSOLUTION OF PARLIAMENT.

LONDON, 28th February.

There is much talk in political circles of a dissolution of Parliament within a few weeks. In repeated divisions lately the Government majority has gradually dwindled, and fell on Thursday to fourteen. Although this was a snafu division, it is regarded as a symptom of a growing indifference of the Ministerialists.

WAR NOTES.

THE JAPANESE-COREAN AGREEMENT.

Mr. M. Noma, Japanese Consul at Hongkong, sends us a copy of the new Protocol signed by Japan and Korea on the 23rd ult. Its objects are to show that the use of certain Korean ports and other territory for strategic purposes in the present war is inevitable and that Korea gives full consent to such use, which is not a violation of her integrity and independence, which Japan guarantees.

THE REFUGEES.

On making enquiries from Chev. Volpelli, the Italian Consul, he kindly informed us that the Russian refugees on the cruiser *Elba* in a similar manner as the British Government had disposed of those who took refuge on the *Talbot*. All the wounded on the *Elba*, excepting Midshipman Gatsine, who received a wound in his right leg and has lost his knee-cap, are doing well. The midshipman is to be placed under the care of the Government Civil Hospital. Mr. Volpelli, the delegate of the Italian Red Cross Society at Hongkong, visited the wounded Russians and distributed comforts to them.

SHANGHAI ITEMS.

The N.C. Daily News publishes the following telegram, which, it will be seen, is much to the same effect as our London correspondent's telegram published on Saturday:—Tientsin, 26th February.—The Japanese have successfully routed the Russian garrison at Hunan, near the north-east boundary of Korea, and are now marching on Kirin. The Russians at Moukden and Kirin are reported to be demoralised. The greater part of the Russian troops are concentrating on the Yalu river.

The *Mandjour* is to remain at Shanghai, but she will be dismantled. It was stated that the steering gear was to be disconnected at 3 a.m. on the 27th ult., and the gunboat thus rendered incapable of offensive action. An undertaking will also be given not to take in any more coal.

On the 24th ult. three Japanese war vessels arrived at Shanghai, one being the *Atsuhama*, which again has anchored near the telegraph office at Woosung. The *Idzumi* and *Suma* took up their station opposite the mouth of the river some five or six miles from the *Atsuhama*.

The s.s. *Lygemoon*, Messrs. Slemmon & Co., is said to have been detained by the Japanese near Port Arthur. The steamer has on board provisions and contraband of war consigned to Port Arthur.

News from Port Arthur to the 21st is that the battleship *Retvizan*, stranded at the mouth of the harbour, is being dismantled as rapidly as possible, the Russians working night and day taking out her guns, fittings, etc. One of the damaged Russian cruisers has been taken into the only dock, but her bottom is very seriously injured, and it is not known when her repairs will be completed. The cruiser *Novik* is lying in the west basin with a very heavy list, in fact almost on her beam ends.

With regard to the *Novik* we note that a Newchwang despatch of the 12th ult. says that Vice-Admiral Alexieff has decorated the Commander of the *Novik* with the S. George's Cross, for having fought and sunk a Japanese cruiser. What cruiser this is, we do not know.

The notices say that the Russians are hard pressed owing to the lack of provisions at Port Arthur. A portion of the garrison has been sent away from Port Arthur. The forts are, as a matter of fact, not so formidable as at first given out to be. Port Arthur, according to native opinion, cannot resist more than one or two attacks.

Martial law was declared on the 9th ult. in Kwantung, Maritime Islands, and Sakhalin, and the districts along the Chinese Eastern Railway.

Four Japanese battleships and nine cruisers passed Weihaiwei bound towards the Promontory on the evening of the 24th ult.

The *Ostasiatische Lloyd* issues the following:—Fifteen transports left Nagasaki during last week, taking 25,000 men of infantry and artillery to North Korea. All transports have, instead of lifeboats, large Japanese sampans at their davits, and there were also stored two or three rows of sampans on the upper deck for the purpose of landing the troops. The equipment of the transports is reported to be splendid. The *Manchuria*, which was taken by the Japanese in the harbour of Nagasaki, when war was declared, while she was undergoing the repairs to her boilers and engines, is now so far advanced that she will leave to-day (? 26th ultimo) or to-morrow for Sasebo.

Fifteen hundred Russian infantry marched into the native city of Newchwang, headed by bands and flying banners, on the 15th ult. Their arrival was followed by great excitement and confusion. These troops were marched out again the next day.

A despatch dated Port Arthur via Chafsoo, 18th February, says:—Of the forty-five warships in Port Arthur harbour, the Russian loss up to date is 12 warships.

No Russian Note with regard to a violation of Korea's neutrality has so far been received by the Berlin Foreign Office. Certainly small notices only could be taken of such a communication, which can hardly have any consequences at all, says the Berlin correspondent of the *Ostasiatische Lloyd*.

THE "CHINA TIMES" AND THE RUSSIANS.

We take from the *China Times* the following reports which are especially interesting in view of the collision between Mr. Cowen, the Editor of the *Times*, and the military authorities at Tientsin:—

Last week about 150 Japanese non-combatant refugees in Manchuria started for Newchwang. The party received Moulken safely, when the Russian authorities there took them prisoners. The men were sent to Port Arthur, and the women allowed to proceed to Newchwang. A Newchwang woman was molested by the Russians and but for the intervention of Mr. Miller, the American Consul, would have been sent back to Port Arthur. They, however, were afforded protection and are now at Shanhaikwan, waiting to proceed to Tientsin, with over a hundred other Japanese subjects who have arrived there. These will not be brought on to Tientsin, but a special steamer will be chartered at Chinwangtao to convey them to Japan. On Monday morning a member of the Japanese relief committee started for Shanhaikwan taking large supplies of clothing, blankets and provisions for the destitute people.

A gentleman recently at Moukden states that the Russian troops have now almost deserted that city. Only about 100 remain. The railway station is guarded by them, and the large lanes near the west gate have been cleared to make room for troops if required.

The Russians, says a correspondent just from Newchwang, are endeavouring to impress the Chinese with a display of their military strength. There are daily processions of the Russian troops stationed in the vicinity of Newchwang, into the native city. The displays are accompanied with all the panoply of war, with bands and banners, likely to impress a naturally peaceful and timid nation. The Cossacks sing their wild chants on the march, and the warlike appearance of these troops is creating apprehension amounting to terror in the countryside. To the close observer, however, the tactics appear childish. The other day when the 1,500 troops came into Newchwang, the Russian Consul in a carriage rode between the infantry and Cossacks. The effect was intended for the Chinese.

The plundering and terrorising of villagers from Kaopantz to Newchwang has commenced, companies of Russians marching into villages and looting blackmail. A few days before Chinese New Year, a hundred Russian soldiers under a petty officer marched into a village and demanded a substantial sum of money, threatening that if it was not forthcoming they would stay over the New Year. The village paid the price of peace.

There are no Japanese left in Newchwang now. The few men, women and girls left on Thursday.

STRATEGICAL ZONES.

Notifications of importance to shipmasters have been published in Japan relating to sea areas declared as strategic zones. These areas are the Kii Channel, the Gulf of Tokyo, Hakodate Bay, Otaru Bay, and Nagasaki Bay. It has also been notified that lights upon the Empire may be extinguished at any time in case of necessity.

DEATH OF A CHIEF ENGINEER.

We regret to hear from Singapore of the death there, on the 18th ult., of Mr. H. Copeland, chief engineer of the R.M.S. *Suining* (Messrs. Jardine, Matheson & Co.). The cause of death was the bursting of a blood vessel. Mr. Copeland was a young man, an Australian. He had been about seven years with the company, and two years chief. He was well-known in Hongkong, and was highly respected by his employers as a capable and hard-working officer. Mr. Copeland was in excellent health when the *Suining* sailed from Hongkong.

THE FIRST BATTLE OF
POINT ARTHUR.

ANOTHER EYE-WITNESS'S DESCRIPTION.

On the 8th instant, at 11.30 p.m., we were lying in quarantine outside of the entrance. The Russian fleet was lying in three lines outside us, and on the eastern side of the entrance there were also a few ships, gun-boats, training-ships and torpedo-boats, cruising in the same line with ourselves, making a fourth line. Suddenly we felt a heavy submarine explosion, with two more in quick succession. The Russian fleet then began firing from the outer line with light guns, their drums beating to quarters, while the search-lights of every ship were turned on. Steam-launches and torpedo-boats began rushing about, but in a few minutes the firing died down and we thought it was only some night manoeuvre. We were about to turn in again when the firing broke out afresh. Between half-past twelve and one o'clock the two Russian battleships passed in and took up a position right across the narrow entrance, while one of the larger cruisers took up a position close to the entrance under the light-house. It seemed to us a strange manoeuvre for such large ships at night-time, so we stayed on deck to watch further developments. As it was cold, however, and things became a trifle slow, we turned in about 2 a.m. At 2.35 a.m. we were called out again as two very excited naval officers boarded us and in a mixture of French and English asked our names, etc. We got no news from them as they left in about a minute. At 5.30 a.m. another naval officer boarded us and we learned that the Viceroy had ordered that no ship was to leave or enter the harbour until further notice. After that I remained on deck with one passenger, and at daylight we made out that one of the battleships was all down by the head and another by the stern, while the big cruiser had a heavy list to port, all of them having, we learned later, been torpedoed and now lying aground. Turning round and looking seaward, we saw outside the fleet a ring of torpedo-boats, and farther out we saw some of the Russian cruisers that we knew to the westward, while several masts showed on the horizon beyond them. These we judged to be cruisers looking for what had disturbed them the night before. Between six and seven o'clock the inner cruisers came back and took up their old positions with the fleet, and those hull down came slowly into sight (they were three two-funnelled cruisers) and lay in line, stern on, about 6 or 7 miles off. Then we noticed numbers of men on the forts overhead, looking out to sea, while the decks of the stranded cruiser were crowded with men all looking in the same direction. About 7.45 a.m. the three cruisers turned and slowly steamed across the front of the Russian fleet, to the eastward, and probably about 8 miles off. At 7.55 I saw distinctly with the telescope that the Rising Sun of Japan was flying from their mast-heads and gaffs. It was like an electric shock to us, and we understood at once the meaning of the night manoeuvres, though we had been looking on for nearly two hours, thinking that, as the Chinese on board said, there had been a bad collision amongst the fleet the night before. The whole Russian fleet was now weighing slowly and clumsily, and by 8.20 were under way and steaming after the Japanese cruisers, but farther in shore, towards Dalny. In a few minutes the Japanese were out of sight to the S.E. ward and at 9.15 a.m. the Russian fleet returned to anchor, actually dropping the same great mooring anchors, although it had taken them so long to get them up before. They were perfectly certain, and so openly, that the Japs would never dare to attack Port Arthur. Afterwards they sent a couple of cruisers out scouting in the direction in which the enemy's cruisers had disappeared. At 10.50 a.m. we were cleared from quarantine and at the same time one of the cruisers returned at great speed, firing heavily astern, the other having returned previously. We were then ordered to shift our berth for the training ship, but were not assigned to any special position. We started to weigh anchor and moved to the westward, close to the str. Ningpo, which had only just got in, having slipped in close in shore round the promontory from the westward. At 10.55, or just as we took up our berth, we saw the Japanese fleet, sixteen ships in number, coming up full speed from the eastward. The battleships were leading, then came the armoured cruisers, with the remaining cruisers in the rear, all in single file. The Russian fleet were weighing anchor slowly, washing their chains, and trying to get their great wooden-stocked mooring anchors lifted, instead of slipping them and getting their ships under command. It was really amazing, the Japanese fleet being almost on top of them.

Looking back, the fleet were bunched together and fairly helpless, as until then, with the exception of our three-funnelled friend, only the cruisers had got properly under way, though they were all firing their heavy guns as they were able. A Russian Volunteer ship, armed as a cruiser, got under way as soon as any of them, and passing out through the battleships and half a mile beyond, found things so hot that she turned and passed back inside them again, though how she escaped, while broadside on, is a marvel.

Just then I saw a shell burst right at the stern of a battleship, when they were still washing the anchor and some twenty men were trying to drag a heavy fish-hook forward to the anchor. It blotted out everything indense, black smoke, and before the smoke cleared away she was shut in by the next in line advancing, so we could not see the damage done. Then another battleship was struck broadside, abreast of her forward funnel, and then another on her port quarter, and the cruiser *Aschold* had her after funnel and main topmast carried away. These were all heavy shells bursting on the outside and were plainly noticeable from the columns of black smoke which they sent up. Of course we could not see those which penetrated and burst inside, though doubtless many that struck the water alongside must have hit the vessels as well. The cruisers, strange to say, fought most of the time outside the battleships and on the wing, but retired on them towards the end of the action.

All this time we were racing along the beach to the westward, while the shells were falling thickly round us, but fortunately bursting in the water. One heavy shell that burst off covered our stern with smoke and spray, so that looking from forwards I thought our stern was blown away. A second later one burst under our bows and sent a shower up forward, and a third went on, the concussion taking away our breath, and shaking the ship like a leaf. Looking ahead and astern, you could see the shells plainly going for the forts. One large shell that passed close over us must have been nearly spent, as it zig-zagged from side to side, changing its course as it went; but when it struck the base of the hill and exploded it shifted a pile of sand and stones.

It was principally owing to the cruiser *Novik* that we came in for such a hot time, as the battleship returned to the rest of the fleet shortly after the fight began, and they never went out any distance, but floundered about, it seemed very much in each other's way, under the guns of their heavy forts. The commander of the *Novik*, on the contrary, handled his ship very pluckily, having advanced far outside the others to the westward along our line of retreat. He kept dodging at great speed backwards and forwards, while his guns were served well and quickly. I am afraid, however, they were too light to have much effect on the battleships, which were opposed to, and at that end of the line, towards the finish, he drew such a concentrated fire from the heavy ships that he had to retire amidst a regular storm of shell, one of which burst right at the stern, but without apparently hitting the *Novik* directly.

It was lucky for us that the range was long and the lighter guns little used, or we could never have gone through it. At 11.43 we cleared the fire-zone, and by 11.45 the action had practically ceased, as the Japanese fleet had turned shortly before, every ship in her own place, and steamed across the Russian front, the cruisers then leading, with the armoured cruisers next, and the battleships bringing up the rear.

It was impossible to see what damage the Japs suffered. It should, of course, have been much heavier than that of the Russians, seeing that they were under the fire of so many heavy forts, as well as of the Russian fleet. Yet we saw nothing to lead us to suppose that they were badly damaged, and they left in the same perfect order as they came. Nor was any ship of the Russian fleet sunk during the time that we were present, though several sustained considerable damage. For the Japanese had failed to draw them from under the guns of the forts and the assistance that the stranded ships were able to give with their heavy guns.

The Russians had engaged five battleships, five cruisers, and one Volunteer cruiser, and they had also the two battleships and one large cruiser aground. The Japanese fleet consisted of sixteen ships, rating unknown, but I think there were four battleships, three armoured cruisers, and nine cruisers:—N.C.D.N.

SUPREME COURT.

Tuesday, 1st March.

IN SUMMARY JURISDICTION.

BEFORE HIS HONOUR A. G. WISE
(PUTTING JUDGE).

CHAN A. FOOK v. W. NERVYONA.

The case was called in which Chan A. Fook and another sued W. Nervyona and another for the recovery of \$800, interest on 120,000 francs alleged by the defendants to have been transferred to them by E. Ghis, Italian D. Legate on the International Commission of Bankers, Shanghai, at the request of the defendants. Mr. A. W. Slade, barrister-at-law (instructed by Mr. F. X. d'Almada e Castro, solicitor), appeared for the plaintiffs, and Hon. H. E. Pollock, K.C., barrister-at-law (instructed by Mr. F. Paget Hett, solicitor, of Mr. G. K. Hall, Branton's office), was for the defendants.

After hearing further evidence, His Lordship held that the transfer by the defendants to the plaintiffs of the principal carried with it also the right to the interest, and he accordingly gave judgment for plaintiffs and costs.

The Court adjourned.

JOURNEYINGS IN THE NEW
TERRITORY.

[BY AN OCCASIONAL VISITOR.]

My companion was a man who does not lay any pretensions to being a walker. I suggested on the Jockey Club Off-Day that he might go as far as Kowloon City, and he gladly assented to undertake that journey as being just about the proper distance—if we took rickshaws. We took rickshaws accordingly. Arrived at Kowloon City we had the choice of several routes; we could either strike away round the bay to the eastwards towards Lyonnau Pass or climb up the mountains directly behind the walled city. "C." eyed the mountainous bridge-path of built stones with some suspicion, but his eye was caught by the spectacle of a squad of Indian soldiers coming down the steep track, and that decided the route. From the sea-level to the top of the gap that leads over the hills to Shatin there is one of the most trying ascents to be found on any road in the New Territory. The track is the ancient highway connecting Shatin Valley with Kowloon, and has been used from time immemorial by the Chinese country people and grass-cutters bringing their loads of crops and grass to the Kowloon markets. How on earth these load-carriers can live to have grey hairs when they have to make periodical journeys up these mountains carrying on their shoulders a weight to distress a Spanish pack-mule passes the understanding of the European; for without a lead at all he finds his feet getting heavier at every step and is only too glad to throw himself on the grass when he reaches the top, panting like a broken-winded horse and believing that his end is near. In this gap there is an old custom-house on one side and a tea-house on the other where groups of weary Chinese travellers sit and refresh themselves with the national beverage. If one can rid one's self of squeamishness sufficiently to turn an unseeing eye on the tea-cups with reference to their state of cleanliness and purity one finds the tea, unsweetened though it be, and guilts of cream, very palatable and refreshing; yet I am afraid Mr. Copper would never have found therein the inspiration which begot his lasting eulogy of the hissing urn and the cup that cheers but not inebriates. "C." apparently thought in this strain also, for he diluted his with a medium of ardent spirits from his flask, and even the "muttered a sort of incantation under his breath before venturing to take a gulp.

A very rugged path leads down the hill on the farther side to Shatin Valley where we can just catch a glimpse of the sea. This is the end of Tolo Cove, the longest arm of Mira Bay. But although the traveller has to jump from rock to rock like a goat in descending the hillside it is a relief to be on the down-grade after his long climb up the Kowloon slope. This valley has a number of little villages, or hamlets rather, scattered about in it, and is well wooded and fertile, with pleasing effects of mountain and sea. As the water level is reached Tolo Harbour and its great expanse of rippling blue waves open up to the view, and one could almost fancy civilisation to be a thousand miles away were it not for the sight of a launch in the distance throwing clouds of black smoke across the bay, and the Union Jack flying on the flagstaff at Shatin Police Station. From Shatin we took a rowing-boat across Tolo Cove to the opposite shore and struck the New Road to Tai Po. To induce "C." to go farther I had to tell some fairy tales of strange sights to be seen and a fine level road to be travelled such as would make a pedestrian of the veriest laggard spoiled by chains and rickshaws in Hongkong. There was still one "peg" left in the flask. I promised that we should permit ourselves the pleasure of that last drop when we reached the top of the hill. The top of the hill was six miles off or so. Before half the way had been covered my friend sat down on a bundle of faggots on the roadside and stubbornly refused to move unless the whisky was forthcoming there and then; and he used language so violent and forcible that I was intimidated into foregoing my share in his favour.

Tai Po is about eight miles from the point at which we had left the boat, and the road over its entire length is capital for driving, cycling, or walking. When we did arrive at the top of the incline and began the easy descent towards Tai Po we came upon a tea-house kept by a venerable but grimy countryman, who supplied us with tea and cakes and some strange kind of preserved fruit very bitter and stringent to the taste. The few cents he got for his delicacies drew from him much "chin-ching" and he insisted on our acceptance each of a handful of his Dead Sea fruit (so "C." called it) as a sort of stipendium. The road to Tai Po for about the last mile is built across a high of the bay. Tai Po Station stands on a considerable eminence on the left; to the right on a twin-hill is the spacious market of the resident Magistrate and Land Officer. Seeing that we had got so far, I suggested that we might make it one better and walk across the peninsula to the western or Deep Bay side. With the assistance of an obliging officer we were put on the right road for Samshui, where we knew a launch could be got back to Hongkong. Hard walking over bad ground brought us to Sheungshui in about an hour and a half, and after forty-five minutes took us to the Chinese Customs Station on the Samshui River. Here one hears with surprise that there is a choice of two hotels, housing the high-sounding names of the Hotel de l'Europe and the Hotel de France. They turned out to be little commodore's shops such as we see in Queen's Road, but they kept good beer. From Samshui, boats carry passengers down the river into Deep Bay or as far up the stream as the state of the tide will permit the launches to come. All the upper part of the bay is covered with oyster-beds. From these the Chinese gather, the bivalves in a curious way, as we were able to observe. The oyster-fish-knives with one knee on a plank which has raised support for his hands and his basket in front; this quaint vehicle he propels with his other foot, and he glides over the mud-flats at a pace surprisingly speedy—somewhere about six miles an hour. On the launch we found an unexpected luxury in the shape of easy-chairs and a tin of sardines. Four hours' journey brought us back home to Hongkong, very tired, but proud of having accomplished the circuit of the New Territory.

GYMKHANA MEETINGS IN 1904.

Yesterday afternoon a meeting of those interested in racing was held in the offices of the P. & O. S.N. Co. for the purpose of considering the advisability of forming a Gymkhana Club to hold races during the off season, the suggestion being to hold a meeting once a month on Saturday afternoons from April to October, with a possible intermission during July and August. Mr. J. H. Lewis presided, and there were also present Messrs. E. W. Mitchell, P. C. Potts, C. P. Clater, J. A. Woodgate, J. R. Michael, Hart Buck, W. F. Clarke, G. H. Potts, D. Macdonald, F. H. Lyon, T. S. Forrest, G. C. C. Master, W. R. Robertson, N. H. Rutherford, and E. V. D. Parr, Lieutenant Dowling, R.A., and Mr. F. B. Deacon.

On the motion of the CHAIRMAN, Mr. F. B. Deacon was appointed secretary of the meeting. The CHAIRMAN in a short introductory speech said that some years ago there was a Gymkhana Club, and for two or three seasons they had most excellent meetings during the summer months. There was no earthly reason why they should not continue to have these meetings, now they had more riders and the whole auspices were better. It only required the support of the sportsmen of the Colony to secure good sport and provide entertainment for the general community of Hongkong.

Mr. HART BUCK suggested that before the meeting decided upon anything they should be assured of the permission of the Stewards of the Jockey Club to use their ground and enclosure for the proposed Gymkhana.

The CHAIRMAN replied that of course the Gymkhana could only be carried out with the consent of the stewards.

On the motion of the CHAIRMAN seconded by Mr. GODFREY MASTER the following rules and regulations were passed:—

1. The name of the Club shall be the 'Hongkong Gymkhana Club.'
2. The objects of the Club are to promote racing and amusements at the Happy Valley during the Off Season.
3. No person shall be a Member of the Club unless he is a Member of the Hongkong Jockey Club.
4. All Members of the Hongkong Jockey Club shall be eligible for election without ballot.
5. The Rules and Regulations of the Hongkong Jockey Club shall *mutatis mutandis* be the Rules and Regulations of this Club with such additional Rules as may be hereafter drawn up and passed by the Members.
6. The annual Subscription shall be \$10.
7. No person, unless he is a Member of this Club, shall be eligible to ride or run at any Gymkhana Meeting.
8. No presentation prize shall be above the value of \$50.
9. The general management of the Club and the management of all Gymkhana Meetings shall be in the hands of a Committee consisting of the Stewards of the Jockey Club as *ex officio* members and not less than five other persons who shall be elected annually by ballot.
10. General Meetings of the Club shall be held once every month (at the Grand Stand subject to the permission of the Stewards of the Jockey Club) at which the programme for the next Gymkhana meeting shall be submitted.
11. The number of Gymkhana Meetings to be held each season shall not exceed five.

On the motion of the CHAIRMAN, seconded by Mr. J. R. MICHAEL, it was agreed that Mr. F. B. Deacon be appointed Hon. Secretary and Treasurer.

Mr. HART BUCK suggested that they write to the Stewards of the Jockey Club asking them for the use of the course and enclosure.

The CHAIRMAN said this would be done in due course; it was understood that the holding of these Gymkhana was subject to the consent of the Jockey Club.

The meeting was brought to an end with a vote of thanks to the Chairman.

HONGKONG AND KOWLOON
WHARE AND GODOWN
CO. LD.

The following is the report for presentation to shareholders at the seventeenth ordinary annual meeting, to be held at the Company's Offices, No. 2, Connaught Road, on the 10th March, at 12.15 p.m.

The Directors have now to submit to shareholders their report with a statement of accounts for the year ended 31st December, 1903.

ACCOUNTS.
The gross revenue derived from wharfage, landing, &c., amounted to \$893,176.80 as against \$823,310.13 the previous year, showing an increase of \$69,866.67, and the profit on working was \$349,386.31 as compared with \$270,140.85 in 1902, being an increase of \$79,245.46.

The balance at credit of profit and loss account, after paying interim dividend of 5 per cent. and including \$14,481.69 brought forward from last year, is \$215,654.41, which is proposed to appropriate as follows:—
Directors' and auditors' fees—\$19,500.00
Final dividend of 5 per cent.—75,000.00
Transfer to depreciation and repairs account—35,000.00
Write off wharves—20,900.00
" Railways and rolling stock—7,444.21
" Launches—6,500.00
" Lighters—16,442.74
" Machinery and plant—16,762.75
Carry forward to new account—28,015.68
\$215,654.41

AN increasing demand has existed for godown accommodation at Kowloon.

BUILDING.
The addition to No. 2 godown, referred to in last report, has been completed, and a contract has been signed for raising No. 3 godown.

NOTICE.

Owing to the Great Increase in the Furniture Business of Messrs. ACHEE & CO., we are requested by them to Resum Management of the Photographic Business hitherto carried on in their name on our behalf. From this date we will continue the Photographic business at the same place under the name of

LONG, HING & CO.

All outstanding credit and debit accounts of the Photographic Business will be collected and settled by us.
Inspection is invited to the New Stock now on view.

LONG, HING & CO.,
PHOTO GOODS DEALERS,
17A, QUEEN'S ROAD CENTRAL

Hongkong, 21st December, 1903.

WHARVES.
No additions have been made during the year. Part of the West Point wharf is being removed, and the construction of new piers is under consideration.

LIGHTERS.
One cargo-boat and three *Kun-sing* boats have been built during the year.

DECEASED.
Messrs. D. M. Moss and G. H. Medhurst having resigned, their places were taken respectively by Mr. Ed. Shellim and Mr. E. S. Whonnell. These appointments require confirmation.

Mr. H. Schubart and Mr. C. H. Thompson retire in rotation, according to the Articles of Association, but being eligible offer themselves for re-election.

AUDITORS.
Messrs. W. H. Potts and A. O'D. Gordin have audited the accounts now presented and offer themselves for re-election.

The accounts are as follows:—
BALANCE-SHEET.
31st December, 1903.
Dr. To capital (30,000 shares at \$50 fully paid up) \$1,500,000.00
To current account—500.00
To Land Investment Co.—mortgage—200,000.00
To reserve fund—250,000.00
To Hongkong and Shanghai Banking Corporation—467,774.43
To depreciation and repairs account—56,983.58
To undivided dividends—5,311.00
To sundry creditors—
Final dividend—75,000.00
Accounts payable—178,985.43
To profit and loss account, balance—28,015.68
\$3,266,612.12

By value of land and buildings at Kowloon as per last account—2,454,371.50
By since expended on building land and on new buildings—32,917.00
2,487,288.50
By value of wharves at Kowloon as per last account—100,000.00
Less written off—20,000.00
80,000.00

By value of railways and rolling stock at Kowloon as per last account—70,000.00
Since expended on new rails, &c.—2,444.24
72,444.24
Less written off—27,944.24
44,500.00

By value of launches as per last account—13,000.00
Less written off—4,500.00
8,500.00

By value of lighters as per last account—100,000.00
Since expended on new lighters, &c.—6,442.74
106,442.74
Less written off—16,442.74
90,000.00

By value of machinery and plant as per last account—60,000.00
Since expended on new machinery—6,762.75
66,762.75
Less written off—6,762.75
60,000.00

By value of shore logs as per last account—3,000.00
By value of land at West Point (39,082 sq. feet at \$4 as per last account—156,250.00
By value of buildings at West Point as per last account—106,828.88
By sundry debtors—131,135.41
By Hongkong Bank (undivided dividends)—3,341.04
By cash on hand—62.13
By value of coal on hand—7,792.02
By value of timber, iron and stores on hand—67,716.18
\$3,266,612.12

By value of wharfage, landing, &c. as per last account—893,176.80
By value of land at West Point (39,082 sq. feet at \$4 as per last account—156,250.00
By value of buildings at West Point as per last account—106,828.88
By sundry debtors—131,135.41
By Hongkong Bank (undivided dividends)—3,341.04
By cash on hand—62.13
By value of coal on hand—7,792.02
By value of timber, iron and stores on hand—67,716.18
\$3,266,612.12

WORKING ACCOUNT.

Dr. To wages of permanent staff—\$42,773.32
To Crown rent—11,780.82
To charges (office and telephone rent, stationery and printing, commission, sundries, &c.)—13,189.49
To legal expenses—957.00
To fire insurance—7,276.75
To claims on cargo—1,293.52
To expenses on cargo and coal, coals hire, launches, lighters, &c.—237,340.75
To balance from last account—589,316.80
\$893,176.80

PROFIT AND LOSS ACCOUNT.

Dr. To interest—73,565.09
To balance brought forward—75,000.00
To balance appropriated as follows:—
Directors' and auditors' fees—\$19,500.00
Final dividend—75,000.00
Transfer to depreciation and repairs account—35,000.00
Amount written off:—
Wharves—20,900.00
Railways and rolling stock—7,444.21
Launches—6,500.00
Lighters—16,442.74
Machinery and plant—16,762.75
Amount carried to new account—28,015.68
215,654.41
\$893,176.80

By balance from last account—11,481.69
By transfer from working account, 1903—349,386.31
By undivided dividends to be paid—367.50
By transfer fees—95.00
\$893,176.80

DEPRECIATION AND REPAIRS ACCOUNT.

Dr. To repairs, renewals and improvements during 1903—35,439.14
To balance—24,983.58
60,422.72
By balance from last account—51,442.72
By transfer from profit and loss account—9,000.00
60,442.72

RESERVE FUND.

Dr. To balance—230,000.00
By balance from last account—230,000.00

RECOMMEND MACNIVEN & CAMERON'S PENS.
THE WAVERLEY P.N. for Easy Writing.
THE FINEST SCOTCHMAN PEN, instead of a Quill.
THE FINEST J.W. PEN, instead of a Quill.
At all Stationers, WAVERLEY WORKS, EDINBURGH.

[402-1

TRADE MARK
TELEPHONE No. 135.

THE FAVOURITE BRANDY OF THE

FRENCH IS

MARTELL'S

* \$28.00 PER DOZEN.

*** \$31.00 PER DOZEN.

V. S. O. P. \$51.00 PER DOZEN.

V. V. S. O. P. \$98.00 PER DOZEN.

Even their cheapest quality is recommended

by the Medical Faculty for Invalids and

delicate people.

SOLE AGENTS.

H. PRICE & CO.

12, QUEEN'S ROAD CENTRAL [41

CUTICURA
OINTMENTPurest of Emollients and
Greatest of Skin Cures.The Most Wonderful Curative
of All TimeFor Torturing, Disfiguring
Skin HumoursAnd Purest and Sweetest of
Toilet Emollients.

Cuticura Ointment is beyond question the most successful curative for torturing, disfiguring humours of the skin and scalp, including loss of hair, ever compounded, in proof of which a single anointing preceded by a hot bath with Cuticura Soap, and followed in the severer cases, by a dose of Cuticura Resolvent, is often sufficient to afford immediate relief in the most distressing forms of itching, burning and scaly humours, permit rest and sleep, and point to a speedy cure when all other remedies fail. It is especially so in the treatment of infants and children, cleansing, soothing and healing the most distressing of infantile humours, and preserving, purifying and beautifying the skin, scalp and hair. Cuticura Ointment possesses, at the same time, the charm of satisfying the simple wants of the toilet, in caring for the skin, scalp, hair, hands and feet, from infancy to age, far more effectively, agreeably and economically than the most expensive of toilet emollients. Its "Instant relief for skin-tortured babies," or "Sanative, antiseptic, cleansing," or "One-night treatment of the hands or feet," or "Single treatment of the hair," or "Use after athletics," cycling, golf, tennis, riding, sparring, or any sport, each in connection with the use of Cuticura Soap, is sufficient evidence of this.

Cuticura Resolvent, Liquid and in the form of Chocolate Coated Pills, Cuticura Ointment and Cuticura Soap are sold throughout the world. Depot: London, 7, Charles Cross St., Finsbury, E. and in the U.S.A., 25, Broadway, N.Y. By J. C. Benson, 127, Columbia Ave., Boston, Mass. Sole Proprietors.

Send for "The Cuticura Book."

[61-6]

DR. NEWELL WILSON. DR. WILLIAM DANIEL.

DENTISTS

Latest American Methods.

Reasonable Fees.

No charge for examinations.

Office hours 9 A.M. to 1 P.M. and 2 to 5 P.M.

31, QUEEN'S ROAD CENTRAL

(First Floor Watkin's Building).

Hongkong, 18th February, 1904.

[83]

NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, &c., should be addressed to the Manager, Daily Press only, and special business matters to the Editor. Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.

Orders for extra copies of DAILY PRESS should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash.

Telegraphic Address: P. Press, Codes: A.B.C., 5th Ed. Lister's.

P.O. Box 33. Telephone No 12.

NEW ADVERTISEMENTS

FUK LEE.

FRESH MILK SUPPLY DEPOT.
No. 41, HOLLYWOOD ROAD.

ESTABLISHED IN 1870.

Hongkong, 1st March, 1904. [628]

TO LET.

FROM 1st April, HOUSE "FERNSIDE"
Robinson Road.

Apply—
E. M. HAZELAND.
35, Queen's Road Central.
Hongkong, 2nd March, 1904. [627]

TO LET.

TWO FURNISHED ROOMS, BATH-
ROOM, COOKROOM, SERVANTS' QUAR-
TERS, etc., in Robinson Road.

Apply to—
Care of Daily Press Office.
Hongkong, 2nd March, 1904. [628]

TO LET.

TWO LARGE ROOMS in a Building
facing the Canal, British Concession,
Shamoen, Canton.

Apply to—
V. P. MEUSSE & CO.,
Shamoen, Canton.
Hongkong, 2nd March, 1904. [629]

S.S. "HEINRICH MENZEL"
having arrived from Amoy, Consignees of
Cargo are requested to send in their B/L to
the undersigned and take immediate delivery
from alongside, failing which Cargo will be
landed at Consignees' risk and expense.
A General Average Bond has to be signed at
the Office of
SANDER, WIELER & CO.,
Agents.
Hongkong, 1st March, 1904. [630]

FOR SALE.

HOUSE and LARGE CROQUET LAWN
at the PEAK.

THE former can be purchased either with or
without the Furniture as it stands.
The latter will include Summer House,
Roller, and Lawn Mower.
For particulars, apply to—
TURNER & CO.,
Hongkong, 2nd March, 1904. [631]

GEO. FENWICK & CO., LD.

THE FIFTEENTH ORDINARY
GENERAL MEETING OF SHARE-
HOLDERS will be held in the HONGKONG
HOTEL on WEDNESDAY, the 3rd
MARCH, at 10 a.m., for the purpose of receiving
the Report of the Directors, declaring a
Dividend, and electing Director and Auditor.
The TRANSFER BOOKS of the Company
will be CLOSED from the 7th until 10th
MARCH, both days inclusive.
By Order of the Board of Directors.
W. G. WINTERBURN,
General Manager.
Hongkong, 1st March, 1904. [632]

PUBLIC AUCTION.

THE Undersigned has received instructions
to sell by Public Auction,
on
SATURDAY,
the 5th MARCH, 1904, at 2.30 P.M., at his
SALES ROOMS, Queen's Road
Central, the following:
LADIES' DRESSES, MATERIALS,
CRESTONS, ART MUSLINS, TABLE
COVERS, QUILTS, GLOVES and HATS;
LADIES' and GENTS' BOOTS and
SHOES.
&c., &c., &c.
TERMS OF SALE.—As customary.
V. I. REMEDIOS,
Auctioneer.
Hongkong, 2nd March, 1904. [633]

PUBLIC AUCTION.

THE Undersigned have received instructions
to sell by Public Auction
(FOR ACCOUNT OF THE CONCERNED),
on
SATURDAY,
the 5th MARCH, 1904, at 2.30 P.M., at their
SALES ROOMS, No. 3, Des Vaux Road
Central, the following:
SUNDRY HANDSOME JAPANESE
HAND CARVED CHERRY
WOOD FURNITURE,
Comprising:
DRESSING TABLE, BED, MIRROR,
CHAIRS, ROUND MIRRORS and
LEATHER CHAIR, &c., &c.
TERMS.—As usual.
HUGHES & HOUGH,
Auctioneers.
Hongkong, 2nd March, 1904. [634]

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND FOCHOW.

THE Company's Steamship

"HAITAN"
Captain Roach, will be despatched for the above
ports on FRIDAY, the 4th inst., at 11 A.M.
For Freight or Passage, apply to
DOUGLAS LARRAIK & CO.,
General Managers.
Hongkong, 2nd March, 1904. [635]

STEAMSHIP SERVICE TO NEW YORK

VIA SUEZ CANAL.

(With liberty to call at Philippine Ports.)

THE Steamship

"KENNEBEC"
Captain Geo. R. Wallace, will be despatched as
above on or about TUESDAY, the 23rd inst.
For Freight or further information, apply to
STANDARD OIL COMPANY
OF NEW YORK,
Oriental Freight Department.
Hongkong, 2nd March, 1904. [636]

INTIMATIONS

WANTED.

A EUROPEAN Youth as an APPREN-
TICE.
Apply to—
W. BREWER & CO.
Hongkong, 23rd February, 1904. [644]

WANTED.

GOOD CLERK Wanted, European or
other.
Apply to—
ROBINSON PIANO CO., LD.
Hongkong, 10th February, 1904. [496]

GERMANY.

ADVERTISER, 10 years' experience in
China, is desirous of representing a
Good Firm in Germany.
Apply to—
E. D.
Care of Daily Press Office.
Hongkong, 29th February, 1904. [602]

WANTED.

A LADY is required to Act as
SECRETARY. Good English
necessary. One with Capital may have the
Management after one month's training. Sure
and large income.
Address—
S. and T. Box 33,
Care of Daily Press Office.
Hongkong, 1st March, 1904. [619]

CHEAP SALE.

AT CASH BAZAAR 16, LYNDBURST TERRACE,
HONGKONG, I am now offering my stock
in-trade, consisting of LADIES' and
GENTLEMEN'S DRESS MATERIALS,
&c., &c., for sale at greatly reduced prices from
this day.
M. ISMAEL.
Hongkong, 1st March, 1904. [620]

LOST.

ON Wedn. day Evening, the 24th inst., on
Route from City Hall, Ice House Street,
Wyndham Street, Old Bailey, and Cause Road to
"Unity Lodge," ONE GOLD KRUGER
SOVEREIGN BRACELET, with Owner's
and Giver's name engraved on inside.
Finder will be handsomely rewarded on
delivering same to—
H. C. A.,
Care of Daily Press Office.
Hongkong, 23rd February, 1904. [588]

HONGKONG JOCKEY CLUB.

FOUND.

WITHIN the Jockey Club Compound,
A BUNCH of KEYS and a LADY'S
HANDKERCHIEF, also a FOX TERRIER
DOG with the License Number 2509, affixed
to his Collar.
The owners may recover the above by
applying to—
T. F. HOUGH,
Clerk of the Course.
Hongkong, 29th February, 1904. [604]

PROPOSALS FOR FROZEN FRESH
BEEF AND FROZEN FRESH
MUTTON.—Headquarters Division of the
Philippines, Office of the Chief Commissary,
Manila, P.I., August 25th, 1903.—Sealed
proposals, in triplicate, will be received at this
Office until 11 o'clock, a.m., March 19th,
1904, at which time and place they will be
opened in the presence of the attending bidders,
for the furnishing and delivery of six million
pounds of frozen fresh beef and four hundred and eighty
thousand (480,000) pounds of frozen fresh
mutton, at the Subsistence Department at
Manila, P.I., during the year ending June
30, 1905. The accepted best and mutton will
be admitted free of Customs duties. The
United States reserves the right to decrease the
amount called for in the contract, by not to
exceed 40% upon reasonable notice to the
contractor; or to increase the amount called
for, with the consent of the contractor. Each
proposal must be accompanied by a Bidder's
Guarantee in the amount of \$20,000, or by
certified check for that amount on a bank of
approved standing in Manila. The bidder to
whom the contract is awarded will be required
to give bond, the penalty of which will be fixed
by the Chief Commissary. Information
furnished on application. Envelopes contain-
ing proposals should be marked: "Proposals
for frozen fresh beef and frozen fresh mutton
for F.Y. 1905, to be opened March 19th, 1904,"
and addressed to the undersigned—HENRY
G. SHARPE, Colonel, A.C.G. U.S. Army,
Chief Commissary.
[294]

NOTICE TO CONTRACTORS.

CITY OF MANILA.
OFFICE OF THE MUNICIPAL BOARD
SECRETARY'S OFFICE.

SEALED PROPOSALS will be received at
this Office until 12 o'clock Noon, of the
first day of June, 1904, for the construction of
the superstructure for a lift bridge over the
Binondo canal in the City of Manila, in
accordance with plans on file at the Office of
the City Engineer.
Bids will be received (1st) for the delivery
and erection of the structure complete in every
respect and ready for use; (2nd) for the delivery
at the wharf in Manila, free from all encum-
brances, of all the structural material and
machinery of every sort, ready for the erection
of the bridge complete.
Each bid shall be accompanied by (1st) a
stress sheet showing the maximum live and dead
load stresses in each member together with the
gross and net sections and the material of which
each member is to be composed; (2nd) a certified
check payable to the City of Manila in the sum
of one thousand dollars (\$1,000) United States
currency, or its equivalent, as a guarantee that
the contractor will within ten (10) days from
the awarding of the contract enter into contract
with the City of Manila for the faithful
performance of all the work above specified.
A bond of ten per cent. (10%) of the accepted
bid will be required for the faithful performance
and completion of the contract within a period
of twelve (12) months from the date of signing
the contract.

PRINTED FORMS FOR BIDS, plans and
all necessary information may be obtained at
the Office of the City Engineer, Manila, P.I.,
Engineering News Publishing Co., 220 Broad-
way, New York City, and the Bureau of Insular
Affairs, Washington, D.C.
The right is reserved by the City of Manila
to reject any or all bids and to waive any
defects.
By Direction of the Board.
JOHN A. TUTHER,
Secretary.
Manila, P. I., January 21st, 1904. [361]

ENTERTAINMENTS

THEATRE ROYAL.

THE
HENRY DALLAS
MUSICAL COMEDY
COMPANY.
—
ENORMOUS SUCCESS.

TO-NIGHT (WEDNESDAY) AND
TO-MORROW NIGHT (THURSDAY),
"BELLE OF NEW YORK."

FRIDAY AND SATURDAY,
"THE MESSENGER BOY."

Prices \$3, \$2, and \$1.

Plans at Robinson Piano Co., Ltd.
Late Train each night 15 minutes after fall
of Curtain.

W. FLEMING VALLANCE, Manager.
Future pieces will be duly advertised.
Hongkong, 15th February, 1904. [523]

HONGKONG PHILHAR-
MONIC SOCIETY.

NOTICE.

The First of the Series of the
SOCIETY'S SUBSCRIPTION
CONCERTS
will be given
on
SATURDAY, 5th MARCH, 1904,
in ST. ANDREW'S HALL,
at 9 P.M.

Programme will be announced later.

Prices of admission to non-subscribers:—
\$3 and \$1 (Limited Number).
Seats may now be booked at the ROBINSON
PIANO CO., Ltd., Queen's Road.

PETER DOW,
Hon. Secretary (Vocal).
H. W. D. SCHMIDT,
Hon. Secretary (Orchestra).
Hongkong, 2nd March, 1904. [589]

THEATRE ROYAL.

CITY HALL.

THE HONGKONG AMATEUR
DRAMATIC CLUB
will give Two Performances of
THE CUMIC OPERA
"HIS EXCELLENCY"

Written by W. S. GILBERT.
Music composed by Dr. OSWALD CARL,
on
FRIDAY, 11th MARCH,
And
SATURDAY, 12th MARCH,
commencing each evening at 9 P.M. precisely.

Several new features will be introduced,
including a Dance by "THE GOVERNOR and
NANNA"; A COUNTRY DANCE, &c., &c.

Dress Circle \$3
Stalls 3
Pit Stalls 2
Pit 1

No Half Price.
Booking Office at City Hall, open to
GUARANTEES ONLY, on FRIDAY, 4th
MARCH, at 10 A.M.

Public Booking Office on and after MON-
DAY, 7th March, from 10 A.M. to 5 P.M. each
day.

Late Trains will run a quarter of an hour
after the fall of the curtain.
Hongkong, 29th February, 1904. [605]

VICTORIA RECREATION CLUB.

SEVENTH ATHLETIC MEETING.

By kind permission of H.E. the Officer
Administering the Government, the
above Sports will be held under the RULES of
the AMATEUR ATHLETIC ASSOCIATION
on MONDAY, the 4th APRIL, on the
Ground of the Hongkong Football Club (kindly
lent for that purpose) at Happy Valley.
Entry forms and List of Events may be had
from the Steward of the Club, Kowloon, or the
undersigned, care of Messrs. Gibb,
Livingston & Co.
Entries close on MONDAY, the 7th March,
at 5 P.M.
HAROLD C. AUSTEN,
Acting Hon. Secretary.
Hongkong, 1st March, 1904. [621]

ALBIONS' DANCE.

BOATS will leave Murray Pier at 9 P.M.,
and Police Pier, Kowloon, at 8.55.
Late Trains leave at 12.45 and 1.45.
Hongkong, 1st March, 1904. [614]

NOTICE OF FIRM

NOTICE.

M. E. OTTO WAGNER has been Admitted
a Partner in our Firm from this date.
CHAS. J. GAUFF & CO.
Hongkong, 1st March, 1904. [61]

NOTICE.

THE Procurement of Mr. GUSTAV
SCHULTZ in my Firm is withdrawn
from this date.
T. E. GRIFFITH.
Canton, 29th February, 1904. [616]

NOTICE.

NOTICE IS HEREBY GIVEN that the
INTERNATIONAL BANKING
CORPORATION have, as from the ninth day
of FEBRUARY, 1904, taken over the busi-
nesses of the EASTERN BRANCHES of the
GUARANTY TRUST COMPANY OF
NEW YORK, being the businesses CARRIED
ON by the latter Company in Hongkong,
Shanghai and Manila, and that, as from the said
ninth day of FEBRUARY, 1904, The
International Banking Corporation will be
responsible for and will duly meet and liquidate
all the outstanding obligations of the Eastern
Branches of the Guaranty Trust Company of
New York, including the branch business
heretofore carried on in Hongkong.
For The International Banking Corporation,
CHAS. J. SCOTT,
Manager.
For The Guaranty Trust Company of
New York,
E. F. GHOS,
Manager.
Hongkong, 26th February, 1904. [583]

PUBLIC COMPANIES

HONGKONG FIRE INSURANCE
COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE THIRTY-FIFTH ORDINARY
ANNUAL MEETING OF SHARE-
HOLDERS in the above Company will be
held at the OFFICES of the Company,
Pedder's Street, on SATURDAY, the 5th day
of MARCH, 1904, at 12 o'clock (Noon), to
receive a Statement of Accounts to 31st
December, 1903, and the Report of the General
Managers, and to elect a Consulting Committee
and Auditors.

The TRANSFER BOOKS of the Company
will be CLOSED from the 4th FEBRUARY,
to the 5th MARCH, both days inclusive.
JARDINE, MATHESON & CO.,
General Managers.
Hongkong, 8th February, 1904. [474]

THE CHINA FIRE INSURANCE
COMPANY, LIMITED.THE THIRTY-FIFTH ORDINARY
ANNUAL MEETING OF SHARE-
HOLDERS in the above Company will be
held at the COMPANY'S
OFFICES, No. 3, Queen's Road Central,
Victoria, on THURSDAY, the 10th March, at
11.30 a.m., for the purpose of receiving a State-
ment of Accounts and the Report of the Direc-
tors for the year ending 31st December, 1903.
The TRANSFER BOOKS of the Company
will be CLOSED from the 25th instant, to the
10th proximo, both days inclusive.
By Order,
GEO. L. TOMLIN,
Secretary.
Hongkong, 10th February, 1904. [488]
HONGKONG AND KOWLOON WHARF
AND GODOWN COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE SEVENTEENTH ORDINARY
ANNUAL MEETING OF SHARE-
HOLDERS in the above Company will be
held at the COMPANY'S OFFICE, No. 2,
Connaught Road, at 12.15 p.m., on THURSDAY,
the 10th MARCH, for the purpose of
receiving the Report of the Directors, with a
Statement of Accounts to the 31st December,
1903.

The TRANSFER BOOKS of the Company
will be CLOSED from the 1st to the 10th
MARCH, both days inclusive.
E. J. MACGOWAN,
Acting Secretary.
Hongkong, 24th February, 1904. [584]

HUMPHREYS' ESTATE AND FINANCE
COMPANY, LIMITED.SHAREHOLDERS are hereby notified that,
on and after this date, they can obtain
Scrip Certificates for Shares of the new issue
in exchange for Hongkong and Shanghai Bank
receipts on application at the Registered Offices
of the Company, Nos. 38 and 40, Queen's Road
Central.

JOHN D. HUMPHREYS & SON,
General Managers.
Hongkong, 13th February, 1904. [515]

YORKSHIRE DINNERS.

ALL YORKSHIREMEN wishing to take
part in the DINNER on MONDAY,
the 7th MARCH, are requested to send their
names to the undersigned as early as possible.
ARTHUR CHAPMAN,
Hongkong Club, 29th February, 1904. [603]

AMOI ENGINEERING CO., LD., AMOI

CALL FLAG E.

REPAIR WORK to Steamers and
R. Launches. Castings in Brass and Iron.
Moderate charges. Work solicited.
J. D. EDWARDS,
Manager.
Amoy, 3rd December, 1903. [78]

PURE FRESH WATER.

THE HONGKONG STEAM WATER-
TREATING CO., LD., is prepared to supply
ANY QUANTITY of PURE FRESH
WATER to the Shipping, both for Deck and
Boilers.
Call Flag W.
J. W. KEW,
Manager.
1st Floor, 37, Connaught Road
Hongkong, 13th June, 1903. [534]

AUCTIONS

PONIES! PONIES! PONIES!!!

THE Undersigned will hold their Annual
Sale of Race Ponies by Public Room as
under—
TO-DAY (WEDNESDAY),
the 2nd MARCH, 1904, at 4 P.M., opposite the
CITY HALL,
And on
SATURDAY,
the 5th MARCH, at 4 P.M., at KENNEDY'S,
CAUSEWAY BAY, REPOSITORY,
upwards of
FIFTY LOTS.
TERMS.—As usual.
Catalogues will be issued.
HUGHES & HOUGH,
Auctioneers.
Hongkong, 27th February, 1904. [573]

PUBLIC AUCTION.

THE Undersigned have received instructions
from R. K. LEIGH, Esq., to Sell by
Public Auction,
on
MONDAY,
the 7th MARCH, 1904, at 2.15 P.M., within his
residence, "LEIGH TOR," The Peak,
THE WHOLE of HIS
VALUABLE HOUSEHOLD
FURNITURE.
Comprising—
MOROCCO and TAPESTRY COVERED
SOFA and CHAIRS, CANTON CARVED
BLACKWOOD DESK and FLOWER
STANDS, BRONZE and CLOISONNE
VASES, JAPANESE CARVED WOOD
SETTEE and CHAIR, TEAKWOOD
EXTENSION DINING TABLE and
CHAIRS, DINNER WAGGONS, TEAK-
WOOD SIDERBOARD, GLASS and
CROCKERY WARE, DINNER SERVICE,
DOUBLE BRASS MOUNTED IRON
BEDSTEAD with WIRE and HAIR
MATTRESSES, TEAKWOOD WARD-
ROBES with BEVELED GLASS,
MARBLE TOP WASHSTANDS, COOK-
ING STOVE and UTENSILS, &c., &c., &c.;
Also
A large number of PALMS and FLOWERS
in LOTS.
Catalogues will be issued.
TERMS.—As usual.
HUGHES & HOUGH,
Auctioneers.
Hongkong, 27th February, 1904. [567]

BANKS

THE NATIONAL BANK OF CHINA
LIMITED.

AUTHORIZED CAPITAL.....\$1,000,000
PAID-UP CAPITAL.....\$ 324,374

HEAD OFFICE—HONGKONG.

BOARD OF DIRECTORS.
CHAN KIT SHAN, Esq. J. FOCKE, Esq.
CREASY EWENS, Esq. G. C. MOXON, Esq.
Chief Manager,
GEO. W. F. PLATFAIR.

Interest for 12 Months Fixed.....5%

Hongkong, 4th February, 1904. [12]

HONGKONG SAVING BANK.

THE Business of the above Bank is con-
ducted by the HONGKONG AND SHANG-
HAI BANKING CORPORATION. Rules
may be obtained on application.
INTEREST on deposits is allowed at 3%
PER CENT. per annum.

Depositors may transfer at their option
balances of \$100 or more to the HONGKONG AND
SHANGHAI BANK to be placed on FIXED
DEPOSIT at 4 PER CENT. per annum.
For the HONGKONG AND SHANGHAI
BANKING CORPORATION.
J. R. M. SMITH,
Chief Manager.
Hongkong, 1st May, 1902. [26]

HONGKONG & SHANGHAI BANK-
ING CORPORATION.

PAID-UP CAPITAL.....\$10,000,000
RESERVE FUND.....\$10,000,000
STERLING RESERVE.....\$10,000,000
SILVER RESERVE.....\$10,000,000
RESERVE LIABILITY OF PROPRIETORS.....\$10,000,000

COURT OF DIRECTORS.

A. J. RAYMOND, Esq.—Chairman.
H. B. TOMKINS, Esq.—Deputy Chairman.
Hon. C. W. DICKSON, N. A. SLES, Esq.
E. GOOS, Esq. H. W. SLADE, Esq.
A. HUNT, Esq. C. A. TOMES, Esq.
H. SCHUBERT, Esq. E. S. WHALLER, Esq.
E. SHALLIM, Esq.

CHIEF MANAGERS:

Hongkong—J. R. M. SMITH

MANAGER:

Shanghai—H. M. BEVIS.

LONDON BANKERS—LONDON AND COUNTY
BANKING COMPANY, LIMITED.

HONGKONG—INTEREST ALLOWED.
On Current Account at the rate of Two per
Cent. per annum on the daily balance.
On Fixed Deposits.
For 3 months, 3 1/2 per cent. per annum.
For 6 months, 4 per cent. per annum.
For 12 months, 4 1/2 per cent. per annum.
J. R. M. SMITH,
Chief Manager.
Hongkong, 20th February, 1904. [119]

THE
DEUTSCH-ASIATISCHE BANK.

PAID-UP CAPITAL.....Sh. Tels 5,000,000

HEAD OFFICE—SHANGHAI.

BOARD OF DIRECTORS: BERLIN.

Berlin
Tientsin

BRANCHES:

Calcutta
Tientsin (Kiautschow)

LONDON BANKERS:

Messrs. M. M. ROBINSON & SONS,
THE UNION OF LONDON AND SMITHS
BANK, LIMITED.

DEUTSCHE BANK (BERLIN), GEBELERSTRASSE.

DIRECTION DER DISCONTO GESELLSCHAFT.

INTEREST allowed on Current Account

DEPOSITS received on terms which may be
learned on application. Every description of
Banking and Exchange business transacted.
H. FIGGE,
Manager.
Hongkong, 4th October, 1902. [2]

IMPERIAL BANK OF CHINA

ESTABLISHED BY IMPERIAL DECREE OF THE
12TH NOVEMBER, 1896.

SUBSCRIBED CAPITAL, Shanghai Tls. 5,000,000

PAID-UP CAPITAL.....2,500,000

HEAD OFFICE—SHANGHAI.

HONGKONG GENERAL CHAMBER OF COMMERCE.

At a monthly meeting of the General Committee of the Hongkong General Chamber of Commerce, held in the Chamber Room, City Hall, on Tuesday, 9th instant, at 3.45 p.m. Present: Mr. E. A. Howett (Chairman), Mr. D. R. Law, (Vice-Chairman), Mr. C. W. Dickson, Messrs. N. A. Siebs, J. R. M. Smith, H. E. Tomkins, R. C. Wilcox, A. C. Wood, and A. R. Lowe (Secretary).

The minutes of the monthly meeting held on the 12th ultimo were read and confirmed.

COMMITTEE.

The Chairman said Mr. Michael resigned his seat on the committee on leaving the Colony, and a letter had been sent to him expressing the thanks of the Committee for his services during the preceding 14 months. It was decided to invite Mr. A. Haupt to rejoin the committee to fill the vacancy.

ACCOUNTS FOR 1903.

The Secretary reported that the accounts submitted at the last meeting had since been audited by the auditors, Mr. J. Y. V. Vernon and Messrs. Gershon Stewart, and found correct.

FRENCH DUTY ON COFFEE.

Read letters dated 29th ultimo from the Colonial Secretary stating that the proposed rate of duty on coffee from 130 to 150 francs per 100 lb. had now been definitely abandoned by the French Government.

PICKER GOODS CONTRACTS.

The following letter from Messrs. Deacon, Looker and Deacon was read referring to the recent case between Wendt & Co. and the Cho Yik Firm, decided by Mr. Justice Wills on the 18th ultimo:—

Hongkong, 18th January, 1904.
Dear Sir,—With reference to the practice which appears to prevail amongst piece goods merchants here of inserting, in many cases, the time of arrival of the goods in their contracts with Chinese as "Sole agents" or some similar wording, and the decision of Mr. Justice Wills in the above case, the Chinese merchants are not aware that other similar concerns demand this, or that this allowance has ever previously been claimed by your companies. It has always been understood that the authorised tariff rates covered all expenses of the administration and left presumably a substantial amount of profit.

4.—The rendering of monthly accounts calls for no special remark, as this occasions no more work on your part than formerly, if anything, it is less, as neither will you have occasion to receive amounts for cover during the month nor will your book-keepers require to keep any watch on overdrawn accounts (if any).

5.—It follows that a sender of telegrams not exercising the option given him of depositing his money with your companies without even interest on the same, must pay cash each time he desires to send a telegram through your administration. Several members have already followed this course, and the more it is followed the greater will be the expense, delay, and consequent annoyance to the whole mercantile community as well as to yourselves, as you are well aware that the handling of cash in small amounts is not a quick process, especially in this Colony.

In voicing the views of the mercantile community on this question, your committee are not representing the facts too strongly in stating that the new conditions imposed by your companies are strongly objected to not merely on account of their arbitrary nature, but as another instance of the discrimination between your dealings with customers at home and abroad. Credit is given at home without demerit to any respectable firm, and their business eagerly sought for on account of the healthy competition. In this connection, as you stated that you must not allow to all parties, it would be interesting to know what deposit has been required from the Government as security for their monthly telegram account, also what percentage of bad debts have been made in Hongkong since establishment here. The latter must be infinitesimal, and is another argument against the necessity for requiring credit. Your companies are as well placed as any mercantile house in the Colony for gauging the stability of your customers; there is no valid reason why credit should not be given by you instead of to you; and my committee would be the last to put any obstacles in your way in cases where it appears to you to be advisable for financial reasons to ask for cash payments.

In reply to an enquirer you have stated that there is no Government telegraph office in the world where telegrams can be handed in without cash payment. This fact is not denied, but the committee do not feel called upon to defend the business methods of Government institutions. Nor can they admit the inference you wish to draw that your administrations are on the same basis as Government Departments, in face of the fact that you are both limited liability companies formed for purpose of profit to your shareholders. One of the chief reasons why you were able to obtain certain privileges as regards landing rights was in view of the benefit which concerned you, and which you enjoy through the quick transmission of news. For no other reason would you have obtained these privileges at a nominal cost, and it was not then supposed that you would take advantage in dealing with your customers of the fact of these privileges having resulted in the formation of a monopoly.

In conclusion I am to state that this Chamber would welcome a more generous treatment of the mercantile community of this Colony in the certain belief that it would be to the mutual advantage of all concerned, and in regard to the question now under discussion, it will be glad to learn that the joint administration is prepared to view the matter in a more liberal light.—I have the honour to be, Sir, Your obedient servant,
(Sd.) A. Lowe, Secretary.

Hongkong General Chamber of Commerce.
Sir,—I have the honour to acknowledge the receipt of your letter of the 28th ultimo notifying the intention of H.E. the Officer Administering the Government to declare China New Year's Day, February 16th, a public holiday. I am to request you to be so good as to inform me whether the committee of your Chamber have any objection to Monday, the 15th, also being declared a public holiday.—I have the honour to be, Sir, Your obedient servant,
(Sd.) A. Lowe, Secretary.

Hon. A. M. Thomson,
Acting Colonial Secretary.
The Secretary reported that the Government Gazette of the 6th instant contained a notification that Tuesday and Wednesday, February 16th and 17th instant, were to be observed as public holidays.
Hongkong General Chamber of Commerce.

Hongkong, 29th August, 1903.
Dear Sir,—The attention of the committee of this Chamber has been recently drawn by several of the leading firms in this Colony to the terms of your circular dated 25th ultimo, in which you intimate that the telegraph service hitherto run jointly by your respective companies will be discontinued as from the 1st August and, in future, each company will transact its business separately.

It is scarcely necessary to point out that this step on your part is not one which senders of telegrams, and much less this Chamber, have any right, or wish, to criticise.

The circular, however, goes on to inform senders of telegrams that in future the present deposit system is to be terminated, and in its place conditions are substituted which may be summarised as follows:—

(1) A deposit is to be made with the Chartered Bank of India, Australia, and China for the joint account of both companies.
(2) The amount of the deposit is to be fixed by the companies and to represent the average cost of one month's telegrams forwarded by both companies' lines.
(3) The interest on the deposit is to be retained by the companies.
(4) Monthly accounts payable on demand and independently of the fixed deposits will be rendered by each company.
(5) If the above option is not complied with, telegrams must be paid for in cash before transmission.
It is with regard to these latter conditions that I am to express the views of my committee. In the first place, barely two days' notice is given of the change of system and of a demand for a large fixed deposit. My committee are of

opinion that, in view of the radical change which you have effected in the conduct of your business, longer notice should have been given of the proposed change.

In order to facilitate the discussion of the new conditions, I will refer to them in the order above mentioned:—
It seems strange to my committee that while you had yourselves unable to receive deposits sufficient to cover current business with both companies as formerly, you are now able to receive a deposit in the joint names of two companies. The simplification of your accounts in these matters may be very desirable to yourselves, but from a business point of view this is universally considered subsidiary to the convenience of customers. Further it does not seem right that any person wishing to do business with one company alone should be obliged to deposit his funds with both companies jointly.

3. In fixing the deposit at the average cost of one month's telegrams it must be apparent to you that the advantage is all on your side. The utmost surely your companies can demand is cash on deposit of a telegram immediately before its transmission. The month's deposit you require means that for the best part of the month the sender of telegrams will have a balance to his credit in your books. From the nature of your business it is unreasonable to ask him to give your companies this credit, nor does it appear necessary in such cases where there is no question as to the financial standing of the firm, or individual, with whom you are in business relations. It would certainly make the transaction a more equitable one if the deposit now required was reduced to one half.

3. That the whole of the interest, allowed by the bank on the deposits, should be claimed by the companies is unjust to the depositor and contrary to custom. It has been stated by you in reply to a member of this Chamber that the intention of this interest is a fair compensation for the credit you give and the trouble of book-keeping. In paragraph No. 2 it is shown that under this new system the credit is given by the depositor and not by you, unless indeed you delay sending out the previous month's accounts. It does not, therefore, appear reasonable to my committee that you should demand extra payment for the trouble of entering in your own books transactions with your creditors. They are not aware that other similar concerns demand this, or that this allowance has ever previously been claimed by your companies. It has always been understood that the authorised tariff rates covered all expenses of the administration and left presumably a substantial amount of profit.

4.—The rendering of monthly accounts calls for no special remark, as this occasions no more work on your part than formerly, if anything, it is less, as neither will you have occasion to receive amounts for cover during the month nor will your book-keepers require to keep any watch on overdrawn accounts (if any).

5.—It follows that a sender of telegrams not exercising the option given him of depositing his money with your companies without even interest on the same, must pay cash each time he desires to send a telegram through your administration. Several members have already followed this course, and the more it is followed the greater will be the expense, delay, and consequent annoyance to the whole mercantile community as well as to yourselves, as you are well aware that the handling of cash in small amounts is not a quick process, especially in this Colony.

In voicing the views of the mercantile community on this question, your committee are not representing the facts too strongly in stating that the new conditions imposed by your companies are strongly objected to not merely on account of their arbitrary nature, but as another instance of the discrimination between your dealings with customers at home and abroad. Credit is given at home without demerit to any respectable firm, and their business eagerly sought for on account of the healthy competition. In this connection, as you stated that you must not allow to all parties, it would be interesting to know what deposit has been required from the Government as security for their monthly telegram account, also what percentage of bad debts have been made in Hongkong since establishment here. The latter must be infinitesimal, and is another argument against the necessity for requiring credit. Your companies are as well placed as any mercantile house in the Colony for gauging the stability of your customers; there is no valid reason why credit should not be given by you instead of to you; and my committee would be the last to put any obstacles in your way in cases where it appears to you to be advisable for financial reasons to ask for cash payments.

In reply to an enquirer you have stated that there is no Government telegraph office in the world where telegrams can be handed in without cash payment. This fact is not denied, but the committee do not feel called upon to defend the business methods of Government institutions. Nor can they admit the inference you wish to draw that your administrations are on the same basis as Government Departments, in face of the fact that you are both limited liability companies formed for purpose of profit to your shareholders. One of the chief reasons why you were able to obtain certain privileges as regards landing rights was in view of the benefit which concerned you, and which you enjoy through the quick transmission of news. For no other reason would you have obtained these privileges at a nominal cost, and it was not then supposed that you would take advantage in dealing with your customers of the fact of these privileges having resulted in the formation of a monopoly.

In conclusion I am to state that this Chamber would welcome a more generous treatment of the mercantile community of this Colony in the certain belief that it would be to the mutual advantage of all concerned, and in regard to the question now under discussion, it will be glad to learn that the joint administration is prepared to view the matter in a more liberal light.—I have the honour to be, Sir, Your obedient servant,
A. R. Lowe, Secretary.

J. M. Beck, Esq.,
Superintendent, Eastern Extension Australasia and China Telegraph Company.
Olaf Nielsen, Esq.,
Superintendent, Great Northern Telegraph Company.

Hongkong Station, 29th August, 1903.
Dear Sir,—We have to acknowledge receipt of your letter of yesterday's date setting forth the views of your committee regarding the new telegram deposit system; and we are instructed by the companies' managers at Shanghai to state in reply that your letter will be submitted to their respective boards of directors.—We are, Dear Sir, Yours faithfully,
J. M. Beck,
Superintendent, Eastern Extension Telegraph Company.

Olaf Nielsen,
Superintendent, Great Northern Telegraph Company.
A. R. Lowe, Esq.,
Secretary, Hongkong General Chamber of Commerce.

(To be continued to-morrow.)

[ALL RIGHTS RESERVED.]

THE WOMAN ON THE DERELICT.
BEING THE STRANGE LOVE STORY OF JOHN BRAMWELL, BY GUY BOOTHBY.

(Author of "Dr. Nikola," "My Indian Queen," &c., &c.)

CHAPTER IX.

On bidding Armitage "good-bye" at the entrance to his hotel, and having thanked him again for the generous offer of his help, I returned to my own quarters. When I arrived there, I went straight to my room and locked myself in. The place on the table, which I had brought with me from the ship, I cut the strings and opened it. The knives I wrapped up in several pieces of brown paper, which I sealed and wrote my name upon. After which I wrapped up the camera, and took both downstairs with me. The packet containing the knives I took to the manager's office with the request that he would place it in the safe. Then taking up the other, I proceeded into the Strand, hailed a cab, and drove to a shop I had seen that morning, and the windows of which I had stated that a dark man was provided for amateurs on payment of a moderate fee. I paid the amount in question, and was conducted to the room. Then, with what feelings you may imagine, I broke the seals, turned the key, which had been fastened to the handle, and opened the case. With the utmost care I commenced my grizzly task, doing one plate at a time, and watching the gradual development with anxious eyes. To my horror the first was a complete exposure. In my nervousness I must have under-exposed it. The second was somewhat better, but by no means as good as I could wish. The next was an improvement, and to my joy the remaining three were all that I could desire. Not being able, of course, to leave them to dry upon the promise, I was compelled to resort to artificial means, which necessitated a long wait in that stuffy hole, which was but little bigger than a cupboard. At last, however, after an imprisonment that had lasted upwards of two hours, being satisfied that they were in a condition to be taken away, I placed them in the box I had bought in the shop for that purpose, closed the camera, and released myself from what had been in every sense of the word a durance vile. On my way through the shop I purchased the requisite toning and printing which I ordered to be sent to my hotel without fail that afternoon. The camera I took with me to my room, but the plates, which were carefully wrapped up, sealed, and plainly marked with my name, went into the safe with the knives. This done I determined to try and forget the matter until the morning. I had had enough of it for one day.

Next morning proved to be fine, and immediately after breakfast I once more bothered the patient clerk to open the safe, and, having obtained both packets, I made up my mind to retire to my room, and to satisfy myself as to the result of my labours. The first three negatives I had noticed destroyed by washing the film off the glass. Of each of the others I printed a dozen copies. The toning and washing I postponed until I should return to rest that night.

On descending to the hall I found a letter addressed to me in the small, tremulous writing of the old school. As I had not another female correspondent in England I gathered that it was from Mrs. Jackson, and this proved to be the case. She wrote to thank me for the money I had sent her, and to inform me that her charge seemed to have quite settled down. Much to the old lady's delight she seemed to have taken a fancy to herself and her daughter and to derive pleasure from their society.

"I am endeavouring to persuade her," she went on, "to employ her time with needlework, hoping that this may distract her thoughts, but I regret to say that so far I have been unsuccessful. It would seem as if she is incapable of any sustained effort, though her bodily strength seems all that could be desired. She has spoken of you on several occasions by name, which induces me to believe that her memory is capable of recording impressions of recent date, but of nothing connected with the tragedy which so nearly cost her her life. Perhaps we should be thankful for this."

The old lady concluded by saying that they trusted soon to see me. All things considered, the report was as satisfactory as could be expected in so short a time. The pleasure I derived from the fact that she had remembered my name and had spoken of me was exquisite. I suppose that men will do such things when they are in love, but I know that I read that portion of the letter over and over again. Before I put it away I made a mental resolution that I would go down and call on the following afternoon. There was nothing to prevent it, so I put myself on the back, and told myself that I deserved a treat, and was entitled to take one.

Before I did so, however, I had an important matter to see to, and that was to place the negatives and the balance of the photographs I had taken in a place of safety where they could remain for a length of time. It was within the bounds of possibility that the hotel clerk in handing out a package might make a mistake and give mine. I determined to take them to my bank and have them placed in security there. The knives I kept with me, as I wished to examine them more closely.

On leaving the bank, which was in Lombard Street, I drove to Armitage's hotel, for I was anxious to show him the pictures, and have a long talk with him prior to going down to Hampton Court. I enquired for him in the hall, and was informed that he was in his sitting-room, for the hall porter had seen him go up the grand staircase half an hour before.

"I'll call a man to show you up, sir," he said. But I told him that he need not worry, as I could find my way to the room by this time. I accordingly got into the lift and was carried up to the third floor, Armitage's.

His bedroom and sitting-room were at the end of the corridor, and looked out over the Embankment. On the heavy pile carpet of the passage my feet made no sound. I knocked upon the door, and, hearing some faint sound from Armitage, took it to be "come in," so I entered. As I did so, I heard him say, "You cured fool, before you've done you will ruin everything."

It was easy to see that he was in a towering rage about something. His usually handsome face was black with passion. If human eyes can dart sparks his were certainly doing so at that moment. Cringing before him was as miserable a little Jew as ever disgraced a synagogue. He was metaphorically washing his hands and staring up at his tall companion, as if he expected every moment to receive a blow. Never have I witnessed anything more explicable.

"My dear fellow, I did not know you were engaged," I began. "I'll come back in a quarter of an hour. I am sorry I interrupted you."

"No, no, don't go," he said heartily, his whole manner changing, as if by magic. "I have finished my business, and was only admiring what schoolboys call 'a jolly good wig-"

ging." Then turning to the Jew he said angrily, but by no means so fiercely as he had previously spoken, "be off about your business, and don't you ever try to play any tricks like that with me again, or you will find that it will be the worse for you."

The miserable little wretch shook out of the room like a whipped cat, leaving Armitage and I alone together. He held out his hand to me. "I am awfully sorry that you should have seen me in such a rage," he began. "But that was a momentary outbreak. I put him on to buy some things to be sent out to one of my stations, and now I find that he has not only been swindling me, but also swindling the man from whom he was to purchase them. I happened to hear of it in a roundabout way, and I don't think he will forget in a hurry the talking to he has earned for himself by his duplicity. But don't let us talk about that. Tell me about yourself. You have made progress, I suppose, since I left you yesterday."

"I have developed the negatives, and I suppose that they may be counted as some sort of progress. It was tiring work, but the result is eminently satisfactory." I took one of the copies from my pocket-book and handed it to him. He studied it carefully for upwards of a minute.

"Well," he said at last, "I can only say that it is about the most perfect picture I ever saw in my life. But I am afraid it is not going to afford any sort of clue. With such an expression of agony upon the face the likeness will most certainly be unrecognisable. What do you think yourself?"

"I am not quite so sure of it myself," I answered. "I think I can form, having seen the man, and having his portrait to refresh my memory, a very good idea of what the fellow was like."

"That's fortunate," Armitage continued. "If only we could get hold of some clue as to the identity of the vessel, but you say that every trace had been removed?"

"Every one," I replied. "Jackson, the chief mate, and I spent a large part of our time searching for him, but could find nothing."

"Which only confirms my theory that it was not a case of mutiny. If ever you do find him, you will discover that I am right."

"I have told you repeatedly," I said, almost angrily, "that I have made up my mind to bring the villain to justice, if it is possible for a human being to do it."

"I admire your determination," he answered, "and, as I have already said, on my side, I will render you any assistance in my power. It will be hard if between us we cannot hit upon some plan of running the dogs to earth. Where is the vessel now?"

"At Plymouth, I suppose," was my reply. "But I will find out this afternoon."

He lit a cigarette, and then asked me how I proposed to find out, seeing that I did not know her name, and I had quarrelled with the 'Hulk'.

"I then told him of my intended visit to Hampton Court that afternoon. It was almost certain that Mrs. Jackson would have heard from her son, who would tell her of his movements."

"And you will see the charming young lady, whose rescue you were?" he said, looking at me out of half-closed eyes, and blowing a cloud of smoke through his nose.

"That is one of my reasons for going," I remarked. "I am anxious to see what this little rest has done for her."

"I hope at some future time you will permit me the honour of making her acquaintance."

"Doubtless you will see her before very long. I have several things to do, and I want to catch the half-past two train down."

(To be continued.)

ROBINSON PIANO Co. LD.

FOUR REMARKABLE PIANO - PLAYERS.

APOLLOETIE - - - - - £450
APOLLO - - - - - \$550

APOLLO "MASTER" PLAYERS.

PLAY EVERY NOTE OF THE PIANO,

SECURING EFFECTS OF TREMENDOUS IMPRESSIVENESS

(OTHER PLAY 30 NOTES LESS).

"APOLLO" PLAYERS for Hire.

APOLLO SUBSCRIPTION LIBRARY.

Hongkong, 29th February, 1904. [2335]

Superb Skin
is obtained and maintained by using
'DARTRING' 'LANOLINE'
No imitation can bear the 'Dartring'.
No imitation can be called 'Dartring'.
'DARTRING' TOILET 'LANOLINE'
is a colloidal soap.
'DARTRING' 'LANOLINE' TOILET SOAP.
1895-1

NEW ORIENTE HOTEL

CORNER REAL AND MAGALLANES, WALLED CITY.
MOST MODERNLY EQUIPPED HOSTELRY IN MANILA, P.I.
HOTEL
Latest and most Sanitary equipment. Electric Lights and Call Bells. Elegantly Furnished Rooms. Coolest Dining Room in Manila.

RESTAURANT
Handsomely decorated. Cool and pleasant. Best of attendance. Private dining rooms for parties. Only the best of wines and liquors. Under the direction of Mr. and Mrs. Newirth.

BAR
Under the direction of American mixologist. Anything you want served promptly and pleasantly.

BILLIARD ROOM
Thoroughly modern and up-to-date. Brunswick-Baile tables. Export Markers in attendance.

STABLES.
Fine turnouts for the guests of the hotel. Elegant rubber-tired carriages, fast horses, good coachmen. The New Oriente Hotel is now open for inspection.

SIMON SCHNEER & CO., PROPRIETORS.

JAPAN COALS.

MITSUI BUSSAN KAISHA (MITSUI & CO.)

HEAD OFFICE—1, SURUGA-CHO, TOKYO.
LONDON BRANCH—34, LIME STREET, E.C.
HONGKONG BRANCH—PRINCE'S BUILDINGS, 108, HOUSE STREET

OTHER BRANCHES:
New York, San Francisco, Hamburg, Bombay, Singapore, Sourabaya, Manila, Amoy, Shanghai, Chefoo, Canton, Newchwang, Port Arthur, Seoul, Chemo, Yokohama, Yokosuka, Nagoya, Osaka, Kobe, Kure, Shimomura, Niiji, Wakamatsu, Karatsu, Nagasaki, Kuchinotsu, Sasebo, Misaki, Hakodate, Taipei, Ke.

Telegraphic Address: "MITSUI" (A.B.C. and A 1 Codes)

CONTRACTORS OF COAL to the Imperial Japanese Navy and Armies and the State Railways; Principal Railway Companies and Industrial Works; Home and Foreign Mail and Freight Steamers.

SOLE PROPRIETORS of the Famous Mitsu, Tagawa, Yamano and Ida Coal Mines; and SOLE AGENTS for Hokkaido, Honshu, Kanagawa, Fukuoka, Yamaguchi, Oosaka, Otsu, Sasahara, Taubakuro, Yoshinaka, Yoshio, Yuzokibara, and other Coals.

95 N. INUZUKA, Manager, Hongkong.

Agents

LONDON AND LANCASHIRE

ROYAL EXCHANGE

PALATINE

ORIENT

Fire Insurance Companies.

Hongkong, 18th August, 1903 [1819-2]

FOR SALE.

THE STOCK in Trade and Good Will of an Old Established Bicycle Firm in the Colony, situated in a good locality.

Apply by letter to—"BICYCLE," Care of Daily Press Office.

Hongkong, 26th February, 1904. [587]

A. LING & CO., FURNITURE STORE.

PLATED GLASS AND CROCKERY WARE, &c., &c.; and FOOCHOW LACQUERED WARE.

68, QUEE'S ROAD CENTRAL.

Hongkong, 21st September, 1903. [314]

YING KEE, REFRESHMENT CONSTRUCTOR and CATERER.

Ball Suppers, Dance Suppers, Picnics, Luncheons and All Homes Catered for. Cuddery, Cig. covey, and Table Linen on Hire. For Terms, apply to YING KEE.

(First Floor) 50, Des Voeux Road Central, Hongkong, 12th December, 1903. [3434]

HIRANO WATER.

PURE, SPARKLING, INVIGORATING

THE LEADING MINERAL WATER OF THE EAST

Bottled in Japan by H. E. REYNOLD & CO.

BEWARE OF JAPANESE IMITATIONS.

F. BLACKHEAD & CO., AGENTS.

Hongkong, 31st July, 1903. [449]

QUAN WAH & CO., GRANITE MERCHANT CONTRACTORS.

Dealers in MARBLE and GRANITE MONUMENTS.

No. 1, QUEE'S ROAD EAST.

Estimates, Designs & Prices on Application. All descriptions of Granite for Export.

Hongkong, 17th October, 1903. [251]

SURGEON DENTIST.

No. 10, D'AGUIA STREET.

TERMS VERY MODERATE.

Consultation Free.

Hongkong, 21st March, 1903. [267]

Colonial Secretary's Office.

Hongkong, 29th February, 1904. [622]

Colonial Secretary's Office.

SHIPPING.

ARRIVALS.

Feb. 29, FIVE, N. British str., 1,203, T. A. Mitchell, Saigon 25th Feb. Rice and Meal.
JARDINE, MATHESON & CO.
Feb. 29, LAIBANG, British str., 2,225, E. J. Tadd, Singapore 23rd February, General.
JARDINE, MATHESON & CO.
Feb. 29, TINGBANG, British str., 1,545, D. A. King, Wuhu 23rd Feb. and Chingkiang 24th, General.—JARDINE, MATHESON & CO.
Mar. 1, DUY, Portuguese gunboat, 720, de Sa, from Macao.
Mar. 1, GLENFALLOCH, British str., 2,179, R. S. Bainbridge, Straits 23rd Feb.—General.—CHINESE.
Mar. 1, HONGKONG, French str., 750, Suzzoni, Haiphong and Hoihow 23rd Feb. General.—A. R. MARTY.
Mar. 1, KONTICHIANG, German str., 1,299, T. Spieken, Bangkok 22nd February, Rice.—MELOHERS & CO.
Mar. 1, MOYUNG, British str., 3,016, D. P. Campbell, Shanghai 27th Feb. General.—BUTTERFIELD & SWIRE.
Mar. 1, P...OK, German str., 1,468, C. Fy, Bangkok 23rd Feb. Rice.—BUTTERFIELD & SWIRE.
Mar. 1, SEYDLITZ, German str., 7,941, C. Devour, Yokohama 20th Feb. General.—MELOHERS & CO.
Mar. 1, JULIEN, German str., 782, H. Meyer, Chingkiang 25th Feb. General and Oil.—HAMBURG-AMERIKA LINIE.
Mar. 1, TACHIKORO, German str., 828, E. Wicking, Saigon 25th February, Rice.—MEYER & CO.
Mar. 1, TO-NAN, Chinese str., from Canton.

CLEARANCES.

AT THE MASTER'S OFFICE.
1st March.
Iponevade, German str., for Pakhoi.
Ailava, French str., for Pakhoi.
Hoihow, French str., for Haiphong.
Rugby, British str., for Anping.

DEPARTURES.

29th February.
KATSEIN ELISABETH, Austrian str., for Chetoo.
1st March.
ANPELEY, British str., for Ocean Island (S.P.).
AN PHO, British str., for Saigon.
CARL DIETHE, German str., for Hoihow.
CHIRILL, British str., for Tientsin.
CHUYEN, Chinese str., for Canton.
CHOYANG, British str., for Canton.
EMMA LUYEN, German str., for Saigon.
GERMANIA, German str., for Saigon.
GREGORY APGAR, British str., for Calcutta.
HAICHING, British str., for Coast Ports.
HOISTEIN, German str., for Saigon.
INDAWADI, British str., for Shanghai.
LEVATHAN, British str., for Mira Bay.
LYREMO, N. German str., for Shanghai.
MARIE JENIN, German str., for Somabaya.
MENELEUS, British str., for Shanghai.
PRIMA, Norwegian str., for Moji.
SHANGI, British str., for Cebu.
SITONIA, German str., for Hamburg.
TIENTSIN, British str., for Shanghai.
TINGANG, British str., for Canton.

VESSELS IN DOCK.

1st March.
ABERDEEN DOCKS.—Hull, Telenachus.
3. WILSON, (Crown).—H. L. G. M. S. Moore, H.M.S. Glory Ellen Ritchie, Sandikang, Lin Yan, Hua, Kaitong, Taisan, Pithabur, Elie, Selan, H.M.S. Doane, Empress of Japan, Prince, COSMOPOLITAN DOCK.—Sulfordia.

VESSELS ON THE BERTH

AMERICAN ASIATIC STEAMSHIP COMPANY.

FOR KOBE AND YOKOHAMA.
THE Steamship

"BRAEMAR."
Captain S. L. Saxby, will be despatched for the above ports on FRIDAY, the 4th March, at 4 P.M.
For freight apply to
SHEWAN, TOMES & CO.,
General Agents.
Hongkong, 29th February, 1904. [609]

IMPERIAL GERMAN MAIL LINE.
NORDDEUTSCHER LLOYD, BREMEN.

FOR SHANGHAI, NAGASAKI, HIOGO AND YOKOHAMA.

THE Imperial German Mail Steamship

"PREUSSEN."
Captain E. Prehn, due here with the outward German Mail about THURSDAY, at DAYLIGHT will leave for the above places about 12/24 hours after arrival.

NORDDEUTSCHER LLOYD.
For further Particulars, apply to
MELOHERS & CO.,
Agents.
Hongkong, 29th February, 1904. [5]

FOR YOKOHAMA AND KOBE.

THE Steamship

"BRISGAVIA."
Captain Schilke, will be despatched for the above ports on WEDNESDAY, the 9th March, at NOON.

For Freight, apply to
HAMBURG-AMERIKA LINIE,
Hongkong Office.
Hongkong, 29th February, 1904. [610]

HONGKONG-CANTON LINE.

THE British steamship

"YING KING."
Captain Ramsey, of 1,588 tons, Registered, is the newest, fastest, and most luxuriously furnished steamer on the line and is lighted throughout with electricity. Hot and cold water service. The cuisine is unexcelled.

Leaving Hongkong every MONDAY, WEDNESDAY and FRIDAY EVENING, at 9 P.M. and returning from Canton every following evening at 5 P.M.

1st Class ... \$3.00 for Single journey
2nd ... 1.50
Meals ... 1.00 each.
The steamer's wharf is at the Western end of Wing Lok Street.

YUK ON S.S. CO. LD.
No. 216, Wing Lok Street.
Hongkong, 27th February, 1904. [577]

NATAL LINE OF STEAMERS.

THE Undersigned GENERAL AGENTS
in CHINA and JAPAN for the above Line are prepared to issue THROUGH BILLS OF LADING for all the principal ports in SOUTH AFRICA, in connection with INDO-CHINA STEAM NAVIGATION CO.'s fortnightly service home to CALCUTTA. Sailings from CALCUTTA for CANTON every fortnight.

For Freight and further particulars, apply to
DODWELL & CO., LIMITED,
General Agents for China and Japan.
Hongkong, 27th August, 1897. [2]

VESSELS ON THE BERTH

COMPAGNIE DES MESSAGERIES MARITIMES.
PAQUEBOTS—POSTE FRANCAISE.

NOTICE.

STEAM FOR
SAIGON, SINGAPORE, BATAVIA,
COLOMBO, PONDICHERY,
CALCUTTA, BOMBAY, ADEN,
DJIDOUTI, EGYPT,
MARSEILLES, MEDITERRANEAN
AND BLACK SEA PORTS,
LONDON, HAVRE, BORDEAUX;
ALSO
PORTS OF BRAZIL AND RIVER PLATE.

ON TUESDAY, the 8th March, 1904, at 1 P.M., the Company's Steamship "AUSTRALIEN," Captain R. Guigues, with Mail, Passengers, Specie and Cargo, will leave this Port for MARSEILLES via Ports of Call, WITHOUT TRANSHIPMENT.

This Steamer connects at COLOMBO with the Australian line to "Ville de la Clotat," bound for MARSEILLE via BOMBAY and ADEN.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted till NOON only on Monday, the 7th March. Specie and Parcels received until 4 P.M. on the same day. No cargo will be received on board on Tuesday.

Parcels are not to be sent on board; they must be left at the Agency's Office. Contents and Value of Packages are required.

For further particulars, apply at the Company's Office,
G. DE CHAMPEAUX,
Agent.
Hongkong, 27th February, 1904. [2]

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICAN PORTS.

THE Steamship
"BALLAARAT"
Captain C. R. Longden, R.N.R. carrying His Majesty's Mail, will be despatched from this Port for Bombay, etc., on SATURDAY, the 12th MARCH, at NOON, taking passengers and cargo for the above ports.

Silk and Valuables, all cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other cargo for London, &c., will be conveyed via Bombay.

Parcels will be received at this Office until 4 P.M. the day before sailing. The contents and value of all packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's bills of Lading.

For further particulars, apply to
E. A. HEWETT,
Superintendent.
Hongkong, 1st March, 1904. [1]

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR
FIUME AND TRIESTE (DIRECT),
CALLING AT SINGAPORE, PENANG,
COLOMBO, BOMBAY, KARACHI,
ADEN, SUEZ AND PORT SAID.

(Taking Cargo at through rates to the BRAZILS, to SOUTH AFRICA, PERSIAN GULF, RED SEA, BLACK SEA, LEVANT, VENICE and ADRIATIC PORTS).

THE Company's Steamship

"SILESIA,"
Captain Stabile, will be despatched as above on WEDNESDAY, the 3rd March.

For information as to Passage and Freight, apply to
SANDER, WIELER & CO.,
Agents.
Princes' Building.
Hongkong, 29th February, 1904. [2]

REGULAR
STEAMSHIP SERVICE TO NEW YORK.

VIA PORTS AND SUEZ CANAL
(WITH LIBERTY TO CALL AT PHILIPPINE PORTS).

PROPOSED SAILINGS FROM HONGKONG.
1903.
About 1st Mar.
"MACDUFF" ...
"AFRIDI" ...
For Freight and further information, apply to
DODWELL & CO. LD.,
Agents.
Hongkong, 29th February, 1904. [1125]

HONGKONG-MACAO LINE.

S.S. "WING CHAI."
Captain Samuel Bell Smith.
DEPARTURES from Hongkong on week days at 7.30 A.M. on Excursion Sundays, at 8.30 A.M. from Macao week days at about 2 P.M. and Sundays about 7.30 P.M. Fare—(week days) 1st Class including cabin and servant, \$3. Return Ticket \$5.
2nd Class \$1. 3rd Class 50 cents.
On Excursion Sundays 1st, 2nd, and 3rd Class Single Ticket \$2. Return Ticket \$3. Return Ticket including Tiffin and Dinner either on board or at Macao Hotel \$5. On Sundays \$5 extra will be charged for each Cabin which has accommodation for two or more Passengers.

Wharf at the Western end of Wing Lok Street.
The Steamer runs an Excursion Trip Every Sunday, and takes only 3 1/2 hours to reach Macao.
MING ON & CO.,
2nd Floor, 16, Victoria Street.
Hongkong 8th September, 1903.

FOR CANTON.
THE new and fast Twin-Screw Steamer
"SAN CHEUNG."
951 Tons, Captain A. Murphy, will leave for Canton at 8 P.M. on SUNDAYS, TUESDAYS and THURSDAYS and return to Hongkong on the following days, leaving Canton at 5 P.M. Excellent accommodation, electric light, and perfect cuisine. Wharf at Hongkong near Harbour Office.

First-class Fare, \$3 each way. Meals, \$1 each.
Cargo Freight very moderate.
J. TREVOUX & CO.,
No. 128, Commercial Road Central.
Hongkong, 30th June, 1903. [27]

CANADIAN PACIFIC RAILWAY CO.'S

ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN, AND EUROPE, VIA CANADA AND THE UNITED STATES.

CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.

SAFETY. SPEED. PUNCTUALITY.
"Empress" Twin Screw Steamships, 6,000 Tons—10,000 Horse-Power—Speed 19 knots.
SAVING THREE TO SEVEN DAYS ACROSS THE PACIFIC.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).
R.M.S. "EMPERESS OF JAPAN" ... 6,000 Tons ... WEDNESDAY, 9th Mar.
R.M.S. "EMPERESS OF CHINA" ... 6,000 Tons ... WEDNESDAY, 30th Mar.
R.M.S. "EMPERESS OF INDIA" ... 6,000 Tons ... WEDNESDAY, 20th April.
R.M.S. "AFRENIAN" ... 3,892 Tons ... WEDNESDAY, 27th April.
R.M.S. "EMPERESS OF JAPAN" ... 6,000 Tons ... WEDNESDAY, 11th May.
Hongkong to London, 1st Class ... via St. Lawrence 24v via New York \$62.
Intermediate on Steamers, ... " 240. " " 242.
and 1st Class Rail ...

THE magnificent TWIN-SCREW "EMPERESS" STEAMSHIPS passing through the famous INLAND SEA OF JAPAN, usually make the voyage YOKOHAMA to VANCOUVER (B.C.) in 12 DAYS and make connection with the PALATIAL OVERLAND TRAINS FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE.

Passengers Booked through to all principal points and AROUND THE WORLD.
SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval Military, Diplomatic, and Civil Services, and to European Officials in the Service of Chinese and Japanese Governments.

For further information, Maps, Guides, Handbooks, Rates of Passage and Freight, apply to
D. E. BROWN, General Agent.
9, Pedder Street.

PENINSULAR AND ORIENTAL

STEAM NAVIGATION COMPANY.

FOR STEAMERS TO SAIL REMARKS.

LONDON and ANTWERP, VIA SINGAPORE, PENANG, COLOMBO, PORT SAID and MARSEILLES. {Socotra ...} About 3rd March {Freight only.

YOKOHAMA, VIA SHANGHAI, HAI, MOJI and KOBE (Passing through the Inland Sea). {MALACCA ...} About 8th March {Freight and Passage.

LONDON, &c. {BALLAARAT ...} Noon, 12th March {See Special Advertisement.

SHANGHAI {SIMLA ...} About 13th March {Freight and Passage.

For further Particulars, apply to
E. A. HEWETT,
Superintendent.
Hongkong, 1st March, 1904. [1]

HAMBURG-AMERIKA LINIE.

OSTASIATISCHER FRACHTDAMPFER DIENST.

Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LONDON, OPORTO, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS in the LEVANTS, BLACK SEA and BALTIC PORTS, NORTH and SOUTH AMERICAN PORTS.

PROPOSED SAILINGS FROM HONGKONG.
SUBJECT TO ALTERATION.

STEAMERS. DESTINATIONS. SAILING DATES.
BAMBERG ... HAVRE and HAMBURG ... On 17th Mar. Freight.
SAMBIA ... HAVRE and HAMBURG ... On 25th Mar. Freight.
ABESSINIA ... HAVRE and HAMBURG ... On 5th April. Freight.
SUEVIA ... HAVRE and HAMBURG ... On 19th April. Freight.
ARTEMISIA ... HAVRE and HAMBURG ... On 3rd May. Freight.
For further Particulars, apply to
HAMBURG-AMERIKA LINIE
HONGKONG OFFICE,
QUEEN'S BUILDINGS, No. 1.

13

OSAKA SHOSEN KAISHA

REGULAR STEAMSHIP SERVICES BETWEEN

HONGKONG, SOUTH CHINA COAST PORTS AND FORMOSA.

PROPOSED SAILINGS FROM HONGKONG—
SUBJECT TO ALTERATION.

FOR TAMSUI, VIA SWATOW AND AMOY
AND ANPING, VIA SWATOW AND AMOY
FOOCHOW, VIA SWATOW AND AMOY
On account of the present state of political affairs, all the Company's new steamers have been requisitioned for transport service, and the above-named chartered steamers have been secured instead for maintenance of the Company's coastal services. As soon as the state of affairs permit, the Company will resume running with its specially designed new steamers.

For Freight, Passage, and further information, apply at the Company's local Branch Office at No. 8, Des Voeux Road Central.
Hongkong, 1st March, 1904. T. ARIMA, Manager. [15]

HONGKONG-MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila. Saloon amidships. Electric Light. Perfect Cuisine. SURGEON and STEWARDESS carried. All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA

STEAMSHIP COMPANY, LIMITED.

STEAMSHIP TONS. CAPTAIN. FOR. SAILING DATE.
RUBI ... 2540 R. W. Almond Manila direct. Sat., 5th Mar., 10 A.M.
ZAFIRO ... 2540 R. W. Almond Manila direct. Sat., 12th Mar., 10 A.M.
PERLA ... 1980 A. H. Nottley

For Freight or Passage apply to
SHEWAN, TOMES & CO.,
GENERAL MANAGERS.
Hongkong, 29th February, 1904. [116]

PORTLAND & ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG SHANGHAI INLAND SEA OF JAPAN, MOJI, KOBE AND YOKOHAMA FOR OPERATING IN CONNECTION WITH THE
STEAMSHIP TONS. CAPTAIN. TO SAIL ON.
"INDRASAMHA" ... 5,197 W. E. Craven March 24, 1904
"INDRAVELLI" ... 4,899 R. P. Craven April 24, 1904

Through Bills of Lading issued to Pacific Coast Points and all Eastern, Canadian and United States Ports. For through rates of Freight and further information, communicate with or apply to
ALLAN CAMERON, GENERAL AGENT.
Hongkong, 19th February, 1904. [14]

IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD, BREMEN.

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG, PORTS IN THE LEVANT, BLACK SEA and BALTIC PORTS; ALSO LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.

STEAMERS WILL CALL AT GIBRALTAR AND SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.
N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION
STEAMERS. SAILING DATES.
1904.

SEYDLITZ ... WEDNESDAY ... 2nd March
ROON ... WEDNESDAY ... 16th March
PREUSSEN ... WEDNESDAY ... 30th March
HAMBURG ... WEDNESDAY ... 13th April
PRINZ HEINRICH ... WEDNESDAY ... 27th April
OLDENBURG ... WEDNESDAY ... 11th May
BAYERN ... THURSDAY ... 26th May
SACHSEN ... THURSDAY ... 9th June
ZIEHEN ... THURSDAY ... 23rd June
SEYDLITZ ... THURSDAY ... 7th July

* Steamers of the Hamburg-Amerika Linie.
ON WEDNESDAY, the 2nd day of MARCH, 1904, at NOON, the Steamship, "SEYDLITZ," of the NORDDEUTSCHER LLOYD, Captain Dewers, with MAILED PASSENGERS, SPECIE and CARGO, will leave this Port as above, CALLING AT NAPLES and GENOA.

Shipping Orders will be granted till NOON on MONDAY, the 29th February. Cargo and Specie will be received on Board until 5 P.M. on TUESDAY, the 1st March, and Parcels will be received at the Agency's Office until NOON on TUESDAY, the 1st March. Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50. The Steamer has splendid accommodation, and carries a Doctor and Stewaresses. Linen can be washed on board.

NORDDEUTSCHER LLOYD.
For further Particulars, apply to
MELOHERS & CO., AGENTS.
Hongkong, 18th February, 1904.

NORTHERN PACIFIC LINE.

NORTHERN PACIFIC S. CO. BOSTON S. CO. BOSTON TOWBOAT CO.

CONNECTING AT TACOMA WITH

NORTHERN PACIFIC RAILWAY COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR

VICTORIA BC AND TACOMA

VIA

SHANGHAI, MOJI, KOBE AND YOKOHAMA.

Steamer.	Tons.	Captain.	Sailing Date.
VICTORIA	3,502	J. Truebridge	Wednesday, March 16th
TREMONT	3,604	T. W. Garlick	Friday, March 26th
OLYMPIA	2,837	A. Dixon	Wednesday, April 27th
LYRA	4,417	G. V. Williams	Wednesday, May 4th
TACOMA	2,812	M. Ridley	Friday, May 13th
SHAWMUT	3,606	W. M. Smith	Saturday, May 21st

* Not carrying second class passengers. † Cargo only.

FOR MANILA.

The largest, steadiest, and most comfortable steamers for Manila.
S.S. TREMONT ... 3,606 tons. T. W. Garlick ... About 8th March.
S.S. SHAWMUT ... 3,606 tons. W. M. Smith ... About 30th April.

CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND CUISINE. ELECTRIC LIGHT, DOCTOR AND STEWARDESS.

The twin-screw s.s. "SHAWMUT" and "TREMONT" have just been fitted with very Superior Accommodation for First and Second Class Passengers. The large size of these vessels ensures steadiness at sea. Electric fan in each room. Barber's shop and steam laundry. Cargo carried in cold storage.

PARCEL EXPRESS TO THE UNITED STATES AND CANADA.

For further information apply to—

QUEEN'S BUILDINGS.
Hongkong, 29th February, 1904.

COMPAGNIE DES MESSAGERIES MARITIMES.
PAQUEBOTS—POSTE FRANCAISE.

FOR SHANGHAI, KOBE AND YOKOHAMA.

THE Company's Steamship

"ARMAND BEHIC."
Captain Flaudin, will be despatched for the above ports on MONDAY, the 7th inst. For Freight or Passage, apply to
G. DE CHAMPEAUX,
Agent.
Hongkong, 1st March, 1904. [2]

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR MANILA.

THE Steamship

"EASTERN."
Captain W. Ellis, will be despatched as above on WEDNESDAY, the 9th inst., at NOON.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

N.B.—To ensure the additional comfort of passengers the Steamers of the Company have electric fans fitted in staterooms.

For Passage, apply to
GIBB, LIVINGSTON & CO.,
Agents.
Hongkong, 1st March, 1904. [623]

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.
(Calling at MANILA, PORT DARWIN and QUEENSLAND PORTS, and taking through cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)

THE Steamship

"EASTERN."
Captain Ellis, will be despatched for the above ports on WEDNESDAY, the 9th inst., at NOON.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified surgeon are carried.

N.B.—To ensure the additional comfort of passengers the Steamers of the Company have electric fans fitted in staterooms.

For Freight or Passage, apply to
GIBB, LIVINGSTON & CO.,
Agents.
Hongkong, 1st March, 1904. [624]

MESSAGERIES CANTONNAISES.

J. TREVOUX & CO.

HONGKONG-CANTON NIGHTLY

THE Commotions Steamer

"PAUL BEAU."

Captain Frangul, leaves Hongkong for Canton at 9 P.M. on SUNDAY, TUESDAYS and THURSDAYS, returning to Hongkong the following days, leaving Canton at 5 P.M., taking passengers and cargo as usual, and will shortly be followed by the Steamer "CHARLES HARDOUN."</

OCEAN STEAM SHIP CO., LD. AND CHINA MUTUAL STEAM NAVIGATION CO., LD. JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.
MONTHLY SAILINGS FOR LIVERPOOL.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,
NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA,
AND SUMATRA PORTS.

FROM	STEAMERS	TO SAIL
GLASGOW AND LIVERPOOL...	"RHIPHEUS"	On 2nd March.
GLASGOW AND LIVERPOOL...	"MACHAON"	On 5th March.
GLASGOW AND LIVERPOOL...	"TELEMACHUS"	On 12th March.
GLASGOW AND LIVERPOOL...	"NINGCHOW"	On 22nd March.
GLASGOW AND LIVERPOOL...	"ANTENOR"	On 24th March.
GLASGOW AND LIVERPOOL...	"OOPACK"	On 31st March.
GLASGOW AND LIVERPOOL...	"JASON"	On 5th April.
GLASGOW AND LIVERPOOL...	"ACHILLES"	On 10th April.

FOR	STEAMERS	TO SAIL
LONDON AND ANTWERP...	"AJAX"	On 15th March.
LONDON AND ANTWERP...	"GLAUCUS"	On 15th March.
LONDON AND ANTWERP...	"PAK LING"	On 24th March.
LONDON AND ANTWERP...	"MACHAON"	On 12th April.
LONDON AND ANTWERP...	"IDOMENEUS"	On 20th April.
LONDON AND ANTWERP...	"TELEMACHUS"	On 26th April.

FOR	STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS, VIA NAGASAKI, KOBÉ & YOKOHAMA.	"NINGCHOW"	On 24th March.

The s.s. "RHIPHEUS" left Singapore on the 25th inst., p.m., for this port.
The s.s. "TYDEUS" left Victoria B.C. on the 21st inst., for Japan and Hongkong.
The s.s. "PELEUS" left Moji on the 25th inst., at daylight, for Hongkong.
For Freight, apply to—

BUTTERFIELD & SWIRE, AGENTS. [10-11]

CHINA NAVIGATION CO. LIMITED.

FOR	STEAMERS	TO SAIL
MANILA...	"CHENAN"	On 2nd March, 4 P.M.
SHANGHAI...	"TAMSU"	On 3rd March, 4 P.M.
PORT DARWIN, TERNER DAY, ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY & MELBOURNE.	"CHANGSHA"	On 3rd March.
LOILO...	"WUCHANG"	On 4th March.
SWATOW and TIENSIN...	"KANSU"	On 10th March.

The attention of Passengers is directed to the superior accommodation offered by these
steamers, which are fitted throughout with Electric Light. Unrivalled Table. A daily qualified
Surgeon is carried.
Taking Cargo on through bills of lading to all Yangtze and Northern China Ports.
Taking Cargo and Passengers at through rates for all New Zealand Ports and other
Australian Ports.
REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND
AUSTRALIAN PORTS (See Special Advertisement).
For Freight or Passage, apply to—

BUTTERFIELD & SWIRE, AGENTS. [12]

INSURANCES

NORTHERN ASSURANCE CO.

FIRE and LIFE.
ESTABLISHED 1836.

THE Undersigned are prepared to accept
First Class Foreign and Chinese RISKS
against FIRE at Current Rates.
Also to accept proposals for LIFE ASSUR-
ANCE. Prospectuses on application.
TUNNERS & CO., Agents.
Hongkong, 23rd September, 1903. [287]

NORTH BRITISH AND MERCANTILE INSURANCE COMPANY.

TOTAL FUNDS AT 31st DECEMBER, 1902,
£16,378,771.

I. AUTHORIZED CAPITAL... £25,000,000 0 0
SUBSCRIBED CAPITAL... 2,750,000 0 0
PAID-UP CAPITAL... 687,500 0 0
II. FIRE FUNDS... 2,867,215 14 10

The Undersigned AGENTS for the above
Company, are prepared to ACCEPT RISKS
against FIRE at Current Rates.
SHEWAN, TOMES & CO., Agents.
Hongkong, 19th June, 1903. [1888]

THE BOMBAY FIRE AND MARINE INSURANCE COMPANY, LIMITED.

THE Undersigned, having been appointed
AGENTS for the above Company, are
prepared to accept RISKS at Current Rates.
HOLLAND-CHINA TRADING CO.
Hongkong, 24th November, 1903. [2160]

UNION OF PARIS FIRE INSURANCE COMPANY, LIMITED.

THE Undersigned, having been appointed
AGENTS for the above Company, are
prepared to accept RISKS at Current Rates.
HOLLAND-CHINA TRADING CO.
Hongkong, 1st January, 1904. [1]

AACHEN AND MUNICH FIRE INSURANCE CO. OF AIX-LES-BAINS.

THE Undersigned, having been appointed
AGENTS for the above Company, are
prepared to accept RISKS against FIRE at
Current Rates.
REUTER, BRÜCKELMANN & CO., Agents.
Hongkong, 21st April, 1897. [199]

PHENIX FIRE OFFICE.

The Undersigned are now prepared to
GRANT POLICIES OF INSURANCE
against FIRE at Current Rates.
DOUGLAS LAUREL & CO., Agents for the Phoenix Fire Office.
Hongkong, 17th August, 1887. [12]

THE WESTERN ASSURANCE COMPANY OF TORONTO, CANADA.

INCORPORATED 1851.
Cash Security... £25,719.
Total Losses Paid... £3,750,240.
THE Undersigned, having been appointed
AGENTS for the above Company, are
prepared to ACCEPT RISKS against FIRE
at Current Rates.
WM. MEYERINK & CO. [194]

NOTICES TO CONSIGNEES.

"GLEN" LINE OF STEAMERS.
FROM ANTWERP, LONDON AND STRAITS.

THE Steamship
"GLENLOGAN,"
having arrived from the above ports, Consignees
of Cargo by her are hereby informed that their
Goods are being landed at their risk into the
Godowns of the Hongkong and Kowloon Wharf
and Godown Co., Limited, at Kowloon, where
each consignment will be sorted out mark by
mark, and delivery can be obtained as soon as
the Goods are landed.
Goods not cleared by the 7th prox. will be
subject to rent.
No Fire Insurance will be effected.
All damaged packages must be left in the
Godowns, and a certificate of the damage
obtained from the Godown Company within
ten days after the steamer's arrival, after which
no claims will be recognised.
McGREGOR BROS. & GOW. [612]

OPTIONAL CARGO will be forwarded on unless
intimation is received from the Consignees
before 5 P.M. TO-DAY, the 24th inst., requesting
it to be landed here.
Bills of Lading will be countersigned by the
Undersigned. Goods remaining unclaimed after
Wednesday, the 2nd March, at Noon, will be
subject to rent and landing charges.
All claims must be sent in to me on or before
the 2nd March, or they will not be recognised.
No Fire Insurance has been effected.
G. DE CHAMPEAUX, Agent.
Hongkong, 25th February, 1904. [2]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer
"COROMANDEL,"
FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named
vessel are hereby informed that their Goods are
being landed and placed at their risk in the
Hongkong and Kowloon Wharf and Godown
Company's Godowns at Kowloon, where each
consignment will be sorted out mark by mark,
and delivery can be obtained as soon as the
Goods are landed.
This Vessel brings Cargo—
From London, &c., ex s.s. Oceana and
Nardania.
From Australia, ex s.s. India.
From Calcutta, ex s.s. Sumda.
From Persian Gulf, ex s.s. B. I. and
B. P. S. N. Co.'s Steamers.
Optional Goods will be landed here unless
intimation is given to the contrary before
10 A.M. TO-DAY.
Goods not cleared by the 4th prox. at 4 P.M.
will be subject to rent.
No Fire Insurance will be effected by me in
any case whatever.
Damaged packages must be left in the Go-
downs for examination by the Consignees and
the Company's representative at an appointed
hour. All Claims must be presented within
ten days of the steamer's arrival here, after
which they cannot be recognised.
No Claims will be admitted after the Goods have
left the Godowns.
E. A. HEWITT, Superintendent.
Hongkong, 27th February, 1904. [1]

OCEAN STEAMSHIP COMPANY, LIMITED.

AND
CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

CONSIGNEES per Company's Steamer
"MENECLAUS,"
are hereby notified that the Cargo is being
discharged into Craft, and/or landed at the
Godowns of the Hongkong and Kowloon
Wharf and Godown Co., Ltd., where in both
cases it will lie at Consignees' risk. The Cargo
will be ready for delivery from Craft or Godown
on and after the 2nd prox.
Optional cargo will be landed, unless notice
has been given prior to steamer's arrival.
All broken, chafed, and damaged Goods are to
be left in the Godowns, where they will be
examined at 11 A.M. on the 7th prox.
No Claims will be admitted after the Goods
have left the Godown and all Goods remaining
undelivered after the 7th March will be subject
to rent.
All Claims against the Steamer must be pre-
sented to the Undersigned on or before the
9th prox., or they will not be recognised.
No Fire Insurance has been effected.
BUTTERFIELD & SWIRE, Agents.
Hongkong, 29th February, 1904. [10-11]

LESSONS IN FRENCH.

NEW and easy method of learning French
in a few months, mainly by conversation
with a Frenchman. Terms very moderate.
Also Lessons in English by an English Lady,
H. R.
Care of Office of this Paper.
Hongkong, 16th May, 1903. [1814]

GRACA & CO. FOREIGN AND COLONIAL STAMP DEALERS.

No. 55, PEEL STREET, HONGKONG.
Will be glad to send STAMPS on approval
to any address on receipt of satisfactory refer-
ences.
Also prepared to purchase used POSTAGE
STAMPS in Large Quantities for Cash
at 15 to 25 per cent. Discount Allowed. 331

NOTICE TO CONSIGNEES.

"GLEN" LINE OF STEAMERS.
FROM ANTWERP, LONDON AND STRAITS.

NOTICES TO CONSIGNEES

STEAMSHIP "SYDNEY."
COMPAGNIE DES MESSAGERIES MARITIMES.
NOTICE.

CONSIGNEES of Cargo from London &c.s.s.
Dante and Malapan, from Havre ex s.s.
Malapan from Bordeaux ex s.s. Ville de Rochefort,
in connection with above Steamer, are hereby
informed that their Goods, with the exception
of Opium, Treasure and Valuables, are being
landed and stored at their risks into the
Godowns of the Hongkong and Kowloon Wharf
and Godown Co., Ltd., at Kowloon, whence
delivery may be obtained immediately after
landing.
Optional Cargo will be forwarded on unless
intimation is received from the Consignees
before 5 P.M. TO-DAY, the 24th inst., requesting
it to be landed here.
Bills of Lading will be countersigned by the
Undersigned. Goods remaining unclaimed after
Wednesday, the 2nd March, at Noon, will be
subject to rent and landing charges.
All claims must be sent in to me on or before
the 2nd March, or they will not be recognised.
No Fire Insurance has been effected.
G. DE CHAMPEAUX, Agent.
Hongkong, 25th February, 1904. [2]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer
"COROMANDEL,"
FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named
vessel are hereby informed that their Goods are
being landed and placed at their risk in the
Hongkong and Kowloon Wharf and Godown
Company's Godowns at Kowloon, where each
consignment will be sorted out mark by mark,
and delivery can be obtained as soon as the
Goods are landed.
This Vessel brings Cargo—
From London, &c., ex s.s. Oceana and
Nardania.
From Australia, ex s.s. India.
From Calcutta, ex s.s. Sumda.
From Persian Gulf, ex s.s. B. I. and
B. P. S. N. Co.'s Steamers.
Optional Goods will be landed here unless
intimation is given to the contrary before
10 A.M. TO-DAY.
Goods not cleared by the 4th prox. at 4 P.M.
will be subject to rent.
No Fire Insurance will be effected by me in
any case whatever.
Damaged packages must be left in the Go-
downs for examination by the Consignees and
the Company's representative at an appointed
hour. All Claims must be presented within
ten days of the steamer's arrival here, after
which they cannot be recognised.
No Claims will be admitted after the Goods have
left the Godowns.
E. A. HEWITT, Superintendent.
Hongkong, 27th February, 1904. [1]

OCEAN STEAMSHIP COMPANY, LIMITED.

AND
CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

CONSIGNEES per Company's Steamer
"MENECLAUS,"
are hereby notified that the Cargo is being
discharged into Craft, and/or landed at the
Godowns of the Hongkong and Kowloon
Wharf and Godown Co., Ltd., where in both
cases it will lie at Consignees' risk. The Cargo
will be ready for delivery from Craft or Godown
on and after the 2nd prox.
Optional cargo will be landed, unless notice
has been given prior to steamer's arrival.
All broken, chafed, and damaged Goods are to
be left in the Godowns, where they will be
examined at 11 A.M. on the 7th prox.
No Claims will be admitted after the Goods
have left the Godown and all Goods remaining
undelivered after the 7th March will be subject
to rent.
All Claims against the Steamer must be pre-
sented to the Undersigned on or before the
9th prox., or they will not be recognised.
No Fire Insurance has been effected.
BUTTERFIELD & SWIRE, Agents.
Hongkong, 29th February, 1904. [10-11]

LESSONS IN FRENCH.

NEW and easy method of learning French
in a few months, mainly by conversation
with a Frenchman. Terms very moderate.
Also Lessons in English by an English Lady,
H. R.
Care of Office of this Paper.
Hongkong, 16th May, 1903. [1814]

GRACA & CO. FOREIGN AND COLONIAL STAMP DEALERS.

No. 55, PEEL STREET, HONGKONG.
Will be glad to send STAMPS on approval
to any address on receipt of satisfactory refer-
ences.
Also prepared to purchase used POSTAGE
STAMPS in Large Quantities for Cash
at 15 to 25 per cent. Discount Allowed. 331

NOTICE TO CONSIGNEES.

"GLEN" LINE OF STEAMERS.
FROM ANTWERP, LONDON AND STRAITS.

THE Steamship
"GLENLOGAN,"
having arrived from the above ports, Consignees
of Cargo by her are hereby informed that their
Goods are being landed at their risk into the
Godowns of the Hongkong and Kowloon Wharf
and Godown Co., Limited, at Kowloon, where
each consignment will be sorted out mark by
mark, and delivery can be obtained as soon as
the Goods are landed.
Goods not cleared by the 7th prox. will be
subject to rent.
No Fire Insurance will be effected.
All damaged packages must be left in the
Godowns, and a certificate of the damage
obtained from the Godown Company within
ten days after the steamer's arrival, after which
no claims will be recognised.
McGREGOR BROS. & GOW. [612]

NOTICE TO CONSIGNEES.

OPTIONAL CARGO will be forwarded on unless
intimation is received from the Consignees
before 5 P.M. TO-DAY, the 24th inst., requesting
it to be landed here.
Bills of Lading will be countersigned by the
Undersigned. Goods remaining unclaimed after
Wednesday, the 2nd March, at Noon, will be
subject to rent and landing charges.
All claims must be sent in to me on or before
the 2nd March, or they will not be recognised.
No Fire Insurance has been effected.
G. DE CHAMPEAUX, Agent.
Hongkong, 25th February, 1904. [2]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer
"COROMANDEL,"
FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named
vessel are hereby informed that their Goods are
being landed and placed at their risk in the
Hongkong and Kowloon Wharf and Godown
Company's Godowns at Kowloon, where each
consignment will be sorted out mark by mark,
and delivery can be obtained as soon as the
Goods are landed.
This Vessel brings Cargo—
From London, &c., ex s.s. Oceana and
Nardania.
From Australia, ex s.s. India.
From Calcutta, ex s.s. Sumda.
From Persian Gulf, ex s.s. B. I. and
B. P. S. N. Co.'s Steamers.
Optional Goods will be landed here unless
intimation is given to the contrary before
10 A.M. TO-DAY.
Goods not cleared by the 4th prox. at 4 P.M.
will be subject to rent.
No Fire Insurance will be effected by me in
any case whatever.
Damaged packages must be left in the Go-
downs for examination by the Consignees and
the Company's representative at an appointed
hour. All Claims must be presented within
ten days of the steamer's arrival here, after
which they cannot be recognised.
No Claims will be admitted after the Goods have
left the Godowns.
E. A. HEWITT, Superintendent.
Hongkong, 27th February, 1904. [1]

OCEAN STEAMSHIP COMPANY, LIMITED.

AND
CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

CONSIGNEES per Company's Steamer
"MENECLAUS,"
are hereby notified that the Cargo is being
discharged into Craft, and/or landed at the
Godowns of the Hongkong and Kowloon
Wharf and Godown Co., Ltd., where in both
cases it will lie at Consignees' risk. The Cargo
will be ready for delivery from Craft or Godown
on and after the 2nd prox.
Optional cargo will be landed, unless notice
has been given prior to steamer's arrival.
All broken, chafed, and damaged Goods are to
be left in the Godowns, where they will be
examined at 11 A.M. on the 7th prox.
No Claims will be admitted after the Goods
have left the Godown and all Goods remaining
undelivered after the 7th March will be subject
to rent.
All Claims against the Steamer must be pre-
sented to the Undersigned on or before the
9th prox., or they will not be recognised.
No Fire Insurance has been effected.
BUTTERFIELD & SWIRE, Agents.
Hongkong, 29th February, 1904. [10-11]

LESSONS IN FRENCH.

NEW and easy method of learning French
in a few months, mainly by conversation
with a Frenchman. Terms very moderate.
Also Lessons in English by an English Lady,
H. R.
Care of Office of this Paper.
Hongkong, 16th May, 1903. [1814]

GRACA & CO. FOREIGN AND COLONIAL STAMP DEALERS.

No. 55, PEEL STREET, HONGKONG.
Will be glad to send STAMPS on approval
to any address on receipt of satisfactory refer-
ences.
Also prepared to purchase used POSTAGE
STAMPS in Large Quantities for Cash
at 15 to 25 per cent. Discount Allowed. 331

NOTICE TO CONSIGNEES.

"GLEN" LINE OF STEAMERS.
FROM ANTWERP, LONDON AND STRAITS.

THE Steamship
"GLENLOGAN,"
having arrived from the above ports, Consignees
of Cargo by her are hereby informed that their
Goods are being landed at their risk into the
Godowns of the Hongkong and Kowloon Wharf
and Godown Co., Limited, at Kowloon, where
each consignment will be sorted out mark by
mark, and delivery can be obtained as soon as
the Goods are landed.
Goods not cleared by the 7th prox. will be
subject to rent.
No Fire Insurance will be effected.
All damaged packages must be left in the
Godowns, and a certificate of the damage
obtained from the Godown Company within
ten days after the steamer's arrival, after which
no claims will be recognised.
McGREGOR BROS. & GOW. [612]

NOTICE TO CONSIGNEES.

OPTIONAL CARGO will be forwarded on unless
intimation is received from the Consignees
before 5 P.M. TO-DAY, the 24th inst., requesting
it to be landed here.
Bills of Lading will be countersigned by the
Undersigned. Goods remaining unclaimed after
Wednesday, the 2nd March, at Noon, will be
subject to rent and landing charges.
All claims must be sent in to me on or before
the 2nd March, or they will not be recognised.
No Fire Insurance has been effected.
G. DE CHAMPEAUX, Agent.
Hongkong, 25th February, 1904. [2]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer
"COROMANDEL,"
FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named
vessel are hereby informed that their Goods are
being landed and placed at their risk in the
Hongkong and Kowloon Wharf and Godown
Company's Godowns at Kowloon, where each
consignment will be sorted out mark by mark,
and delivery can be obtained as soon as the
Goods are landed.
This Vessel brings Cargo—
From London, &c., ex s.s. Oceana and
Nardania.
From Australia, ex s.s. India.
From Calcutta, ex s.s. Sumda.
From Persian Gulf, ex s.s. B. I. and
B. P. S. N. Co.'s Steamers.
Optional Goods will be landed here unless
intimation is given to the contrary before
10 A.M. TO-DAY.
Goods not cleared by the 4th prox. at 4 P.M.
will be subject to rent.
No Fire Insurance will be effected by me in
any case whatever.
Damaged packages must be left in the Go-
downs for examination by the Consignees and
the Company's representative at an appointed
hour. All Claims must be presented within
ten days of the steamer's arrival here, after
which they cannot be recognised.
No Claims will be admitted after the Goods have
left the Godowns.
E. A. HEWITT, Superintendent.
Hongkong, 27th February, 1904. [1]

OCEAN STEAMSHIP COMPANY, LIMITED.

AND
CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

CONSIGNEES per Company's Steamer
"MENECLAUS,"
are hereby notified that the Cargo is being
discharged into Craft, and/or landed at the
Godowns of the Hongkong and Kowloon
Wharf and Godown Co., Ltd., where in both
cases it will lie at Consignees' risk. The Cargo
will be ready for delivery from Craft or Godown
on and after the 2nd prox.
Optional cargo will be landed, unless notice
has been given prior to steamer's arrival.
All broken, chafed, and damaged Goods are to
be left in the Godowns, where they will be
examined at 11 A.M. on the 7th prox.
No Claims will be admitted after the Goods
have left the Godown and all Goods remaining
undelivered after the 7th March will be subject
to rent.
All Claims against the Steamer must be pre-
sented to the Undersigned on or before the
9th prox., or they will not be recognised.
No Fire Insurance has been effected.
BUTTERFIELD & SWIRE, Agents.
Hongkong, 29th February, 1904. [10-11]

LESSONS IN FRENCH.

NEW and easy method of learning French
in a few months, mainly by conversation
with a Frenchman. Terms very moderate.
Also Lessons in English by an English Lady,
H. R.
Care of Office of this Paper.
Hongkong, 16th May, 1903. [1814]

GRACA & CO. FOREIGN AND COLONIAL STAMP DEALERS.

No. 55, PEEL STREET, HONGKONG.
Will be glad to send STAMPS on approval
to any address on receipt of satisfactory refer-
ences.
Also prepared to purchase used POSTAGE
STAMPS in Large Quantities for Cash
at 15 to 25 per cent. Discount Allowed. 331

NOTICE TO CONSIGNEES.

"GLEN" LINE OF STEAMERS.
FROM ANTWERP, LONDON AND STRAITS.

THE Steamship
"GLENLOGAN,"
having arrived from the above ports, Consignees
of Cargo by her are hereby informed that their
Goods are being landed at their risk into the
Godowns of the Hongkong and Kowloon Wharf
and Godown Co., Limited, at Kowloon, where
each consignment will be sorted out mark by
mark, and delivery can be obtained as soon as
the Goods are landed.
Goods not cleared by the 7th prox. will be
subject to rent.
No Fire Insurance will be effected.
All damaged packages must be left in the
Godowns, and a certificate of the damage
obtained from the Godown Company within
ten days after the steamer's arrival, after which
no claims will be recognised.
McGREGOR BROS. & GOW. [612]

NOTICE TO CONSIGNEES.

OPTIONAL CARGO will be forwarded on unless
intimation is received from the Consignees
before 5 P.M. TO-DAY, the 24th inst., requesting
it to be landed here.
Bills of Lading will be countersigned by the
Undersigned. Goods remaining unclaimed after
Wednesday, the 2nd March, at Noon, will be
subject to rent and landing charges.
All claims must be sent in to me on or before
the 2nd March, or they will not be recognised.
No Fire Insurance has been effected.
G. DE CHAMPEAUX, Agent.
Hongkong, 25th February, 1904. [2]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer
"COROMANDEL,"
FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named
vessel are hereby informed that their Goods are
being landed and placed at their risk in the
Hongkong and Kowloon Wharf and Godown
Company's Godowns at Kowloon, where each
consignment will be sorted out mark by mark,
and delivery can be obtained as soon as the
Goods are landed.
This Vessel brings Cargo—
From London, &c., ex s.s. Oceana and
Nardania.
From Australia, ex s.s. India.
From Calcutta, ex s.s. Sumda.
From Persian Gulf, ex s.s. B. I. and
B. P. S. N. Co.'s Steamers.
Optional Goods will be landed here unless
intimation is given to the contrary before
10 A.M. TO-DAY.
Goods not cleared by the 4th prox. at 4 P.M.
will be subject to rent.
No Fire Insurance will be effected by me in
any case whatever.
Damaged packages must be left in the Go-
downs for examination by the Consignees and
the Company's representative at an appointed
hour. All Claims must be presented within
ten days of the steamer's arrival here, after
which they cannot be recognised.
No Claims will be admitted after the Goods have
left the Godowns.
E. A. HEWITT, Superintendent.
Hongkong, 27th February, 1904. [1]

OCEAN STEAMSHIP COMPANY, LIMITED.

AND
CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

CONSIGNEES per Company's Steamer
"MENECLAUS,"
are hereby notified that the Cargo is being
discharged into Craft, and/or landed at the
Godowns of the Hongkong and Kowloon
Wharf and Godown Co., Ltd., where in both
cases it will lie at Consignees' risk. The Cargo
will be ready for delivery from Craft or Godown
on and after the 2nd prox.
Optional cargo will be landed, unless notice
has been given prior to steamer's arrival.
All broken, chafed, and damaged Goods are to
be left in the Godowns, where they will be
examined at 11 A.M. on the 7th prox.
No Claims will be admitted after the Goods
have left the Godown and all Goods remaining
undelivered after the 7th March will be subject
to rent.
All Claims against the Steamer must be pre-
sented to the Undersigned on or before the
9th prox., or they will not be recognised.
No Fire Insurance has been effected.
BUTTERFIELD & SWIRE, Agents.
Hongkong, 29th February, 1904. [10-11]

LESSONS IN FRENCH.

NEW and easy method of learning French
in a few months, mainly by conversation
with a Frenchman. Terms very moderate.
Also Lessons in English by an English Lady,
H. R.
Care of Office of this Paper.
Hongkong, 16th May, 1903. [1814]

